SPECIAL SECTION: BEST BOOBS BONANZA!

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463 • January 2012

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Stranger Than Strange
We've all heard of strange things being found inside bodies. Here's another one to add to the list. An eel (yes, an eel) had found its way up a man's penis. I'm sure you're wondering how such a creature could get where it got, so here's the story: This guy was bathing with live eels in a beauty spa in China (to cleanse his skin). After lying in the water to let the eels feast upon layers of dead skin, the guy felt a sharp pain and saw the end of an eel hanging out of his penis, but it was too slippery to grab. He was rushed to the hospital where the by-now dead eel was removed.

What Next?
Do you want to be the first on your block to be totally trendy? A fashion designer recently created gold-plated, diamond-studded contact lenses that, needless to say, makes eyes sparkle.

The Vacuum Cleaner Cat
A woman wanted the purring sound of her cat measured, trying for a Guinness World Record. The result? The purring sound was many times louder than the average cat's purr and about as noisy as "busy traffic, a hair dryer, or a vacuum cleaner."

How's That Again?
A patrol officer arrested a man on suspicion of theft. For what you ask? He was pedaling his bike down a street with a 59-inch TV set on the handlebars.

Duh!
A guy was convicted of theft. When he was on the witness stand, the store clerk pointed out that the thief was wearing the coat he had stolen from the store.

Better Than The Real Thing?
A man was pushing a 6-foot mannequin along a highway for 65 miles. When stopped and questioned, he said that he and the mannequin really loved the outdoors. It seems the mannequin was his wife who started out as just a head, but he loved her so much that he built a body for her head and married her. He wasn't doing anything against the law and was described as someone who seemed quite happy in his own little world.

What's That?
A school system spent $130,000 of its stimulus grant recently just to buy 8,000 copies of the book *The Cultural Proficiency Journey: Moving Beyond Ethical Barriers Toward Profound School Change*. This equated to one copy for every single employee from principals to building custodians.

Go Big Or Stay On The Farm
An inmate petitioned a U.S. District Court, demanding that state and federal officials stop arresting him (because he did nothing illegal, despite his current four-year sentence for aggravated battery on a police officer). He helpfully suggested a way for the federal government to compensate him for all the grief it has caused him. He said the government should give him $50 billion restitution and award him uninhabited land so that he can start his own country with sovereign and diplomatic immunity.

He Is Enlightened
Right after a teacher was told that his contract wouldn't be renewed, he walked naked through the school hallways (no students were present) and spoke of a "newer level of enlightenment now that his third eye was open."

A Purpose For Everything
Here's something I found quite interesting and wanted to pass it along for whatever it may be worth to you. (Another tidbit to drop into a faltering cocktail conversation?) During the Middle Ages the Catholic Church decided that cats were agents of the devil and ordered the extermination of all cats. For two hundred years there were cat burnings and other forms of cat murder. If you tried to protect your puss, you could be burned at the stake as a witch. So the population of cats in Europe was drastically reduced, which had an effect that the church hadn't considered: the rat population, now unchecked, exploded. And so did the Black Plague, which was spread by fleas on rats. By the time the church saw the error of its ways and reversed its order, decreeing that good Christians must treat cats kindly, 75 percent of the population of Europe had died.

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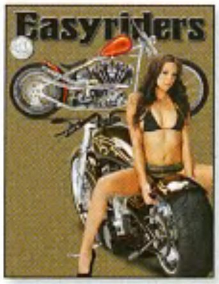

Lakeside bobber shot by Michael Lichter. Eddie Trotta Thundercycle and Julia by Don Rogers. Special imaging by Jeff Biggs.

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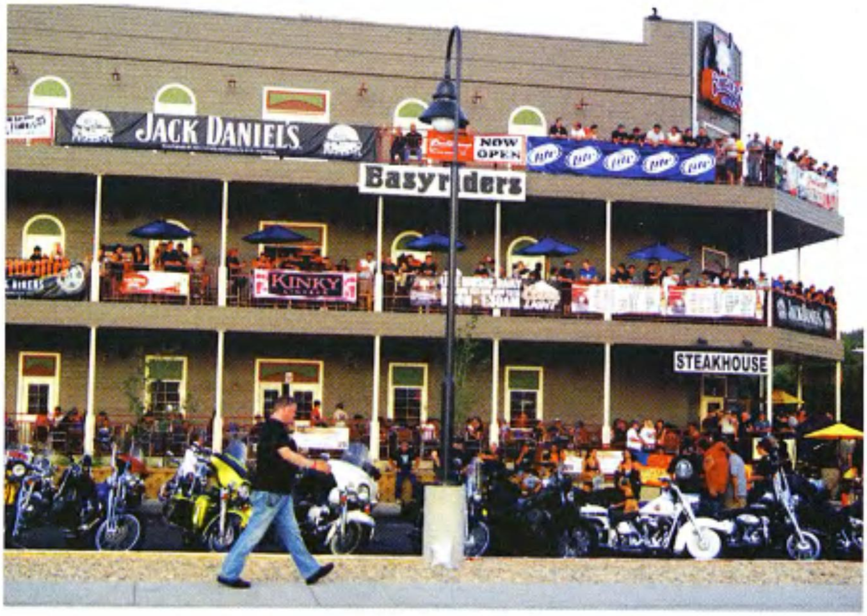

Easyriders Saloon Awesome!

The Easyriders Saloon in Sturgis was awesome! Spent lotsa time there and the beer was cold! Three balconies to stand on to people-watch. Cool idea.

Tom-n-Nicki Arnold
Hays, Kansas

Topless Tech

Let's make some adjustments to the "Topless Tech" section. Like most of your readers, I have more than just a screwdriver and a hammer in my toolbox, so I don't find the material covered in this section helpful at all. If this section is needed to help pay the bills, then let's replace Angie with some new younger meat each month, like maybe past "Fox Hunt" winners. I prefer teardrop shaped tits!

Spike
Suffolk, Virginia

Dave Mann

Dave Mann in the centerspread. Tits everywhere else.

Mike B.
Cyberspace

I agree with Woody. Put David back in the center and put the tits on the split pages. (I frame David, not the tits!)

Tom Thompson
Out There Somewhere

Thanks for the opportunity for the rag subscribers and readers to voice our opinions on the tits or David Mann center spread. I agree with "Animal." I'm like everyone else who flips through these pages. I like tits, bikes, and David Mann art. I would enjoy seeing Mann's art on the center pages. Hell, I'll tell my girlfriend to take her clothes off if I need to see a centerfold. Don't get me wrong, most of the tits that grace the pages are nice.

Norberto Lozada Jr.
Yahoo Land

So far, all the letters we're getting are pro Mann. Any of you prefer tits? Let us know.

Teats

I lived in Iowa for 20 years and the only teats I saw were attached to cows and pigs. Your November 2011 issue proves that Iowa women do have and expose teats for other than nursing. I might have to visit Iowa soon.

T. Powell
Phoenix, Arizona

Biker Buds

This photo *(opposite page, top)* was taken prior to the screening of the movie *Born To Ride* which we saw here in Milwaukee during the Milwaukee

Rally held every Labor Day weekend.

The four area H-D dealerships put on a Milwaukee Rally every year, along with the new H-D Museum, but we only get the publicity every five years when H-D "corporate" puts major sponsorship money towards the event. (The next big one is the 110th in 2013).

Pictured above is Dave Zien, Mike Jones (producer of movie), me (Tiger), and a friend. Come to Milwaukee on Labor Day weekend. We have a big party every year.

Tiger Beyer
Milwaukee, Wisconsin

Laconia 2011

I know you probably get tons of Laconia pics, but my buddies and I who read this rag all the time have never been in it. Here we are *(below)* just back from Weirs Beach and having some steaks and beers at a local bar.

The guy on the left is a greenhorn.

George Borden
New Bedford, Massachusetts

Tri Glide Troubles

Is anyone out there having trouble with their Tri Glide? I have 23,000 miles on my 2010 Ultra Tri Glide. The first six weeks I owned it, due to lack of power (it was a complete dog), the dealer did a top end, changed the engine, changed the ECM, the throttle body, the exhaust and finally the air cleaner. Who knows just how much all that cost Harley-Davidson?

Six months later I put SE255 cams in at a cost of $1,200 and finally had some power. At 20,000 miles the rockerbox gasket was leaking, at 22,000 almost the whole primary had to be replaced ($800). Now at 23,000, the valve guide went and I have to replace the rear piston and cylinder, and the extended warranty won't cover it since they saw where I have a receiver for a trailer hitch (have not pulled a trailer since 1,400 miles), so now I have to pay $2,100 to repair the trike. Three months into the extended warranty and they cancel me ($13,000).

Just call me Lucky.

Paul Conway
Centro, California

One Of A Kind

It's about damn time that a bike such as the one featured in the October issue (Scott Foxx of Capone's) meets the ultimate shock criteria. That bike is sick! Nothing I've seen up to now compares to this one. True craftsmanship and ingenuity were put in place for this one-of-a-kind.

I can't wait to see the next one-of-a-kind-custom from Scott Foxx.

Taylor Landrum
Connell, Washington

Love Your Rag

I'm a faithful reader. Have been for a long time. I was happy to see a new mag just for baggers (*ROAD IRON*). Now you can quit putting them in *Easyriders*.

Randy McReynolds
Tucson, Arizona

Illegal To Be A Diabetic In Ohio?

I've ridden motorcycles since my early twenties and have a clean record. I'm nearly 50 now and recently went to the DMV to renew my license where I was denied because I have diabetes. Can you believe that shit? I have to see a doc at my own expense to prove I can still ride. I was even threatened that if I fail to do so, my license will be revoked. No wonder people go berserk at places like this.

Bruce Ross
Cyberspace

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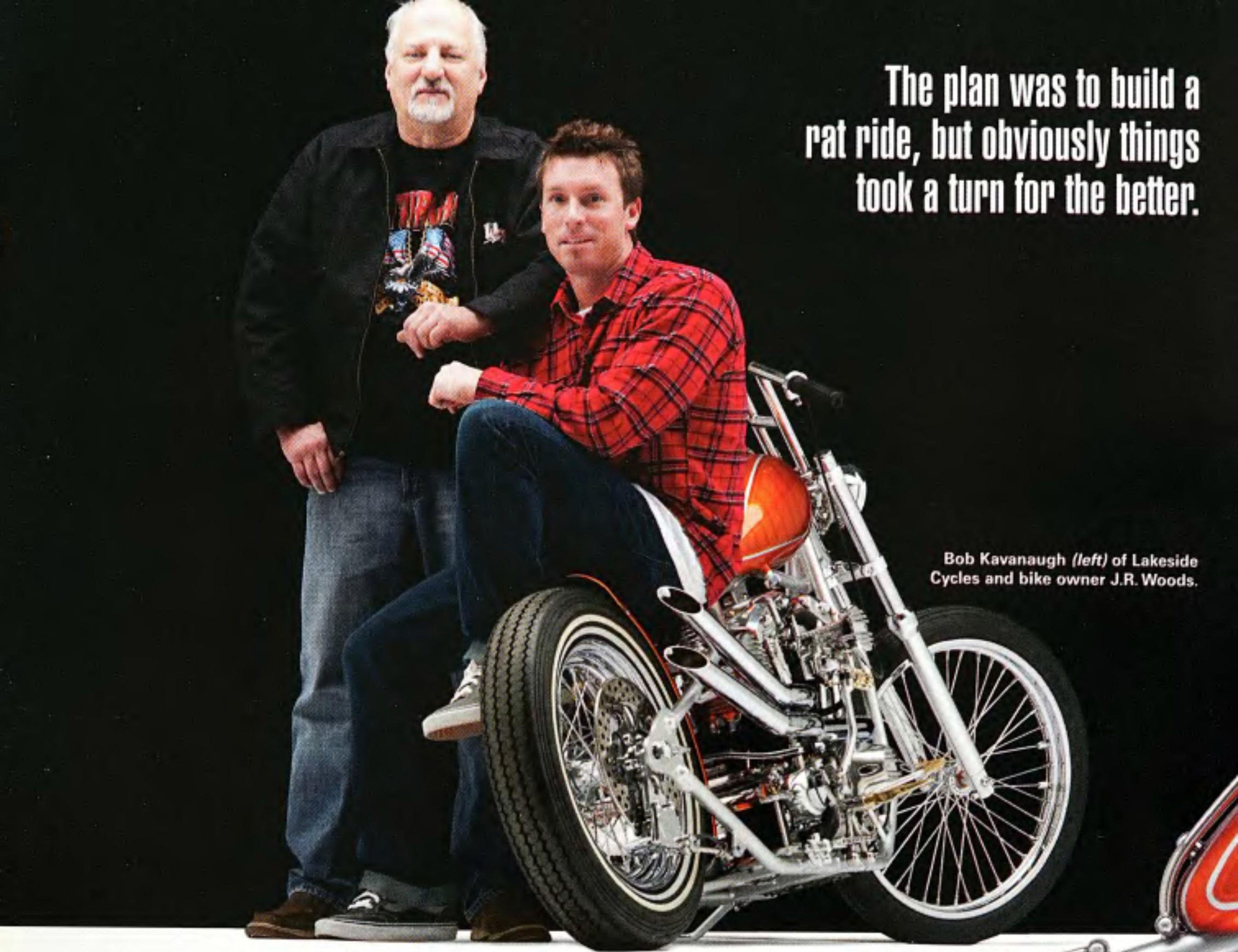


The plan was to build a rat ride, but obviously things took a turn for the better.

Bob Kavanaugh *(left)* of Lakeside Cycles and bike owner J.R. Woods.

LAKESIDE CUSTOMS' RAINY DAY DREAM

THROWBACK

Some rainy nights can change things forever. It happened to J.R. Woods. Riding home one stormy evening, he spotted a new bike shop that had just opened three miles down the road from his Indian Lake, Ohio, house. Lakeside Custom Cycles was closed for business that night, but J.R. pulled to a stop anyway and, hands cupped against the steamy windows, he took a peek inside. *Finally*, he thought, *someone around here knows what a cool bike is.* The next day he made it a point to stop by and have a talk with the owner, Bob Kavanagh, who had just moved to Indian Lake from Cincinnati.

It didn't take long for these two to hit it off, quickly learning they were both into the same sort of thing when it came to motorcycles. Pretty soon J.R. was a regular, hanging around the Lakeside shop every chance he got. A seasonal worker in the amusement business, J.R. owns and runs rides, games, and food concessions on the county fair circuit. During the winter, he has lots of time on his hands. J.R. and Bob ended up building a couple of bikes together, with J.R. learning plenty in the process. He wanted to put one together for himself and started collecting parts by scouring swap meets and catalogs and lurked all over eBay and craigslist for the stuff he needed. It didn't take long to find most everything, including a vintage 1969 shovelhead engine and matching tranny.

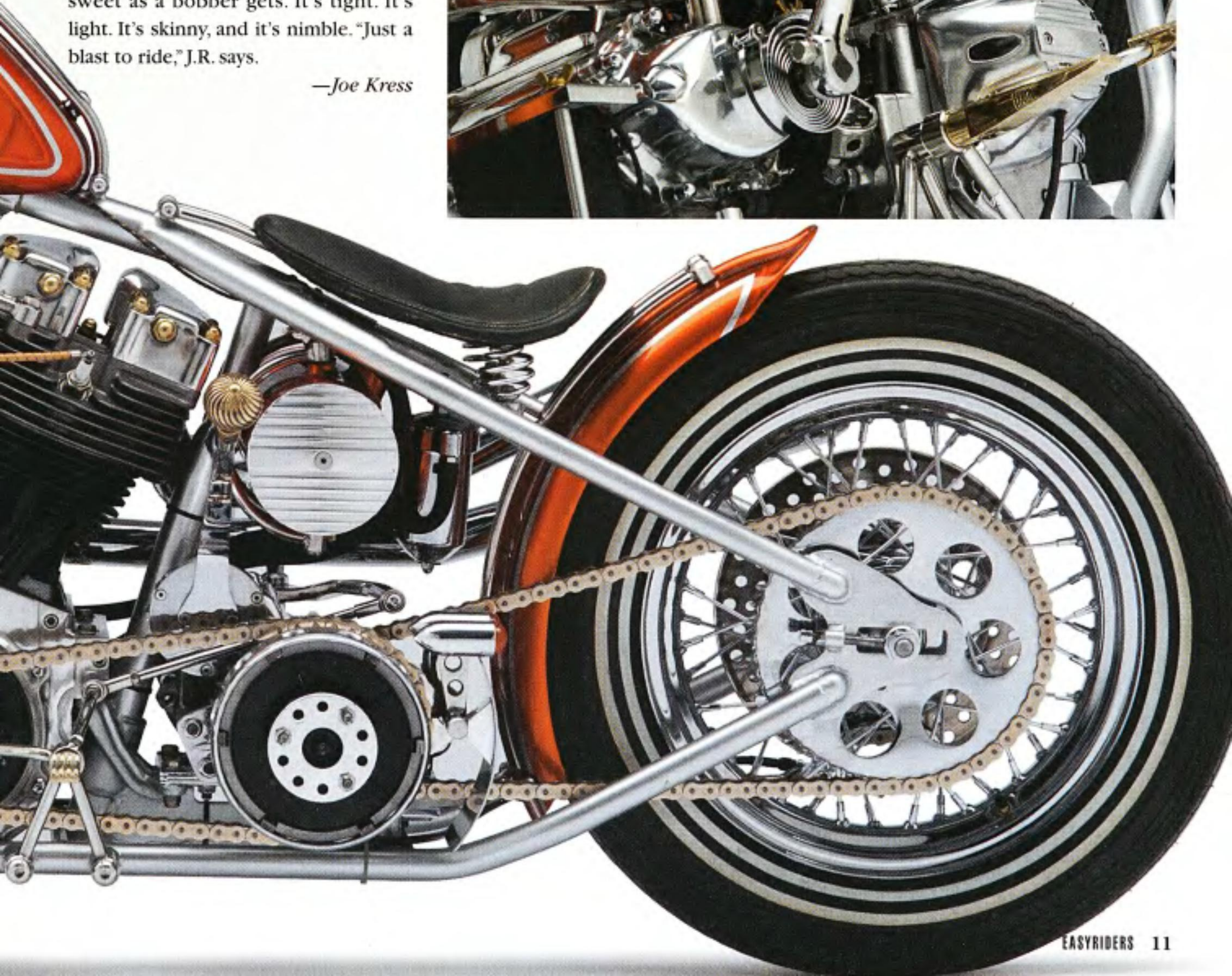
Not even knowing whether or not that old H-D twin would run, J.R. started cleaning things up and polishing some of the parts, initially thinking about a quick, no-frills build. But the more he got things shining, the more he kept at it, and pretty soon he and Bob were adding polished stainless steel bits to the parts pile, splitting the shovel's rocker boxes, even making up trick little add-ons like that suspended gas tank mount for the Paughco frame, duplicating it by hanging the oil tank off the seat post.

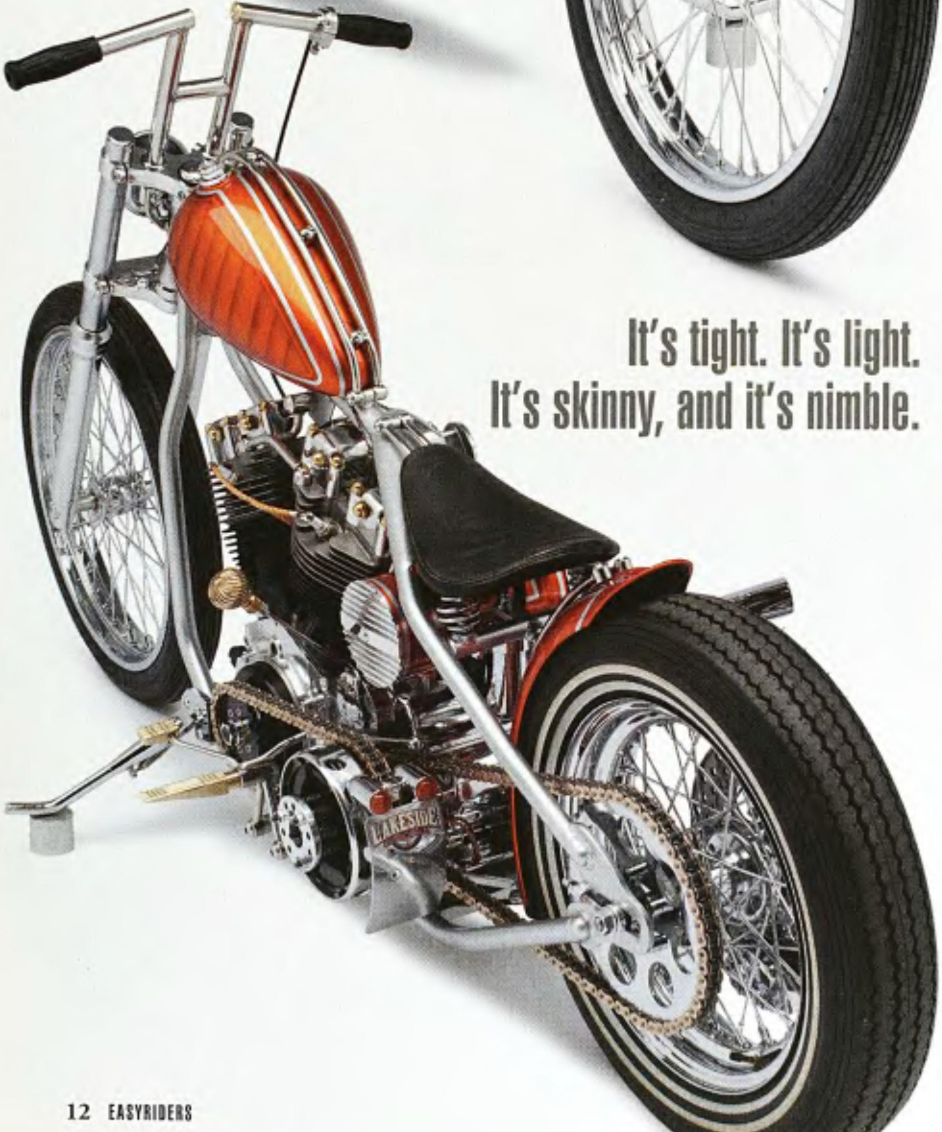
Along the way, these guys also put together an open-chain primary and a chain final drive. J.R. went with a jockey shift, and since he once owned a bike with a foot clutch and hand shift, there was no learning curve there. Bob and J.R. worked on all of this together, and once everything was found, purchased,

in the shop, and cleaned, it took about two months to assemble the bike.

Topped off with a nice choice of PPG colors, a metallic silver called Cosmic Dust with a final coat of Candy Orange on the gas tank and rear fender, J.R.'s bike is proof enough that he did his homework and that Bob is one hell of a mentor. It is proportioned just about as sweet as a bobber gets. It's tight. It's light. It's skinny, and it's nimble. "Just a blast to ride," J.R. says.

—Joe Kress





It's tight. It's light. It's skinny, and it's nimble.

Owner: J.R. Woods
City: Indian Lake, Ohio

GENERAL
Designer: J.R. Woods
Fabrication: Bob Kavanagh
Year/make: 2010 Lakeside Custom Cycles
Model: "Throwback"
Assembly: Lakeside Custom Cycles
Time: 3 months
Chroming: Meta Brite Polishing

ENGINE
Year/model: 1979 shovelhead
Displacement: 80 cubic inches
Ignition: Crane HI-4
Cam: Harley-Davidson
Carb: S&S
Air cleaner: Lakeside Custom Cycles
Pipes: Lakeside Custom Cycles

TRANSMISSION
Year/make: 1979 Harley-Davidson
Shifting: 4-speed, jockey

PAINTING
Painter: Thad Gross
Type/color: PPG/Candy Orange over Cosmic Dust

FRAME
Year/make: 2010 Paughco/ Lakeside Custom Cycles
Type: rigid
Rake: 32 degreees
Stretch: none
Shocks: none

ACCESSORIES
Bars: Lakeside Custom Cycles
Handlebar controls: throttle only
Fenders: West Eagle/Lakeside Custom Cycles
Headlight: Drag Specialties
Taillight: Lakeside Custom Cycles
Pegs: Lakeside Custom Cycles
Foot controls: Lakeside Custom Cycles
Gas tank: Alien/Lakeside Custom Cycles
Oil tank: Lakeside Custom Cycles
Seat: Rich Phillips
Grips: rubber

FRONT END
Type: FXR narrow glide, shaved/2 under
Builder: Harley-Davidson, Lakeside Custom Cycles

WHEELS
Make: V-Twin, spool front hub
Size: 21-inch front, 16-inch rear
Tires: Avon front, Shinnco rear
Brakes: Drag Specialties
Photos: Michael Lichter
Contact: Lakeside Custom Cycles 513-520-0599

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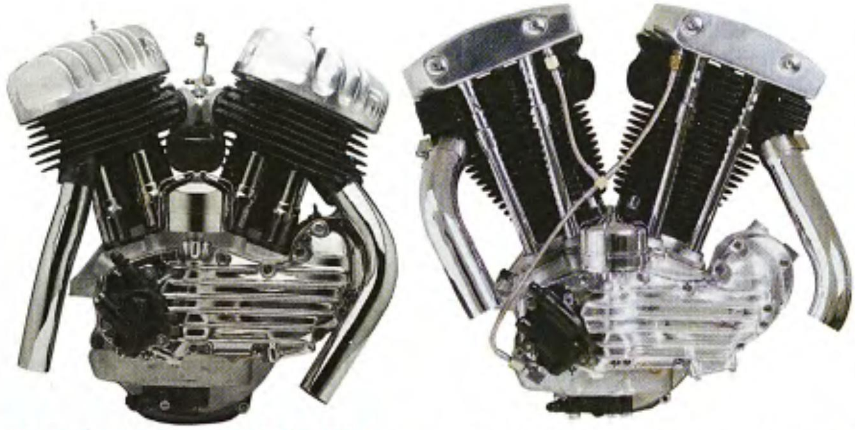

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The release of several new frames and roller packages from Paughco has produced a huge demand for the venerable 45 and Magnum 900 engines. Paughco is now offering both of these engines in limited quantities on a special order basis. Each engine will be custom built by legendary engine builder Duncan Keller, at Yankee Engineuity. Keller has been a major supplier of custom engines for over 40 years and currently holds numerous land speed records. Mate either of these engines to a 1941 - 1969 4-speed transmission and you have the base for a true retro chopper or bobber. All engines are assembled using OEM and the finest aftermarket parts available.

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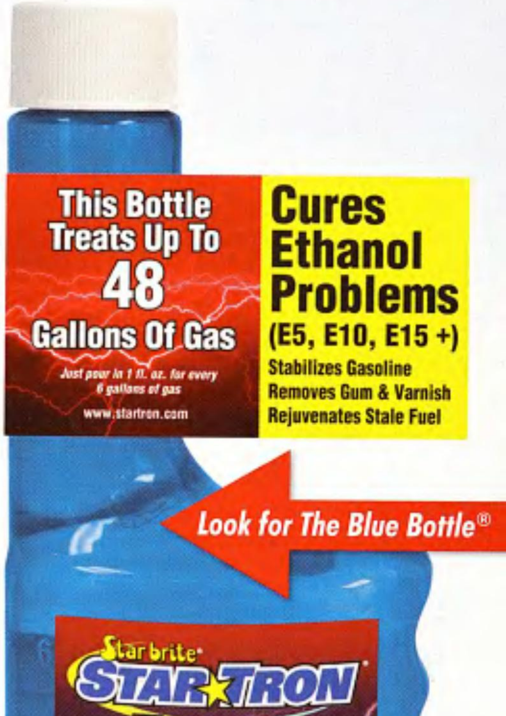

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Easynews

If it's of interest to bikers, we'll print it.

Repeal It Or Feel It

NEVADA'S CLASS M CLASS ACTION LAWSUIT

In 1995, the *Easyriders* vs. Hannigan landmark federal ruling brought national attention to the wrongful enforcement of helmet laws. "States have a right to have a helmet law," says Travis Barrick, former candidate for Nevada State Attorney General, "but they cannot violate the Fourth Amendment to enforce it."

A Constitutionalist, Mr. Barrick campaigned to riders and was alarmed by allegations of police abuse and violations of their civil rights. In September of 2011, he filed what is dubbed the "Class M Class Action Lawsuit" in Federal court. The complaint is against Clark County and five cities within it. If successful, 40,000 Clark County riders will get a check and injunctive relief. But more importantly, the lawsuit will be a model to be replicated in any helmet-mandated jurisdiction in the nation.

A helmet citation in Nevada is a misdemeanor with fines ranging from \$200 - \$300. For years activists have collected data to change the law. In early 2011, helmet choice legislation got further than ever in Nevada's 40-year helmet history. Activists warned lawmakers that it would be a mistake to ignore them, but the State Senate Majority Leader killed the helmet-choice bill. Activists are retaliating and preach, "You didn't repeal it; now you're gonna feel it!"

The lawsuit is a concerted effort to fight back. Activists believe the law is abused to generate revenue, and patched riders, in particular, allege gross police misconduct. "I've been pulled over for my helmet and cuffed for two hours in the hot desert sun while the cops take their sweet time to write me up in their air-conditioned cars," says "Dirty Rick" Pollard, VP of Tribe MC.

Experiences similar to Dirty Rick's are alleged to be common in South Nevada. To fight back, he sits on a steering committee hosted by Mr. Barrick. The committee orchestrated the details of the lawsuit and coined the phrase "Repeal It Or Feel It." It launched a national online campaign to promote the lawsuit. A search of the words "Repeal It Or Feel It" using YouTube will reveal videos designed to expose and embarrass the violators.

In a televised event that drew international attention, the complaint was served Las Vegas-style by four sexy ladies who rode in a limo accompanied by an entourage of revved up motorcycles. Across their bosoms was the statement: "Repeal It Or Feel It." On their backsides the statement read, "Feel it, NOW?" —*TigerLily*

Coast To Coast

Biker News

PENNSYLVANIA MEASURE WOULD LIMIT LEARNER PERMITS: ABATE of Pennsylvania is supporting legislation to limit the number of motorcycle learner's permits allowed before a rider must get a license. "All too often those involved in serious accidents have no motorcycle endorsement on their license," lobbyist Charles Umbenhauer of BikePAC told the National Coalition of Motorcyclists (NCOM), adding that "In most cases this also means they have had no formal motorcycle rider training."

State Representative Seth Grove (R-Dover Township) has introduced legislation aimed at increasing motorcycle safety by requiring riders to get a motorcycle license rather than continuously reapplying for a motorcycle learner permit.

"Currently, an aspiring rider can get a permit after passing a written test, which is good for a year to allow motorcyclists to legally ride and gain experience until they get their motorcycle licenses. However, some riders reapply to renew the permit year after year rather than getting a full license," Rep. Grove said.

Under Grove's proposal, a rider would only be allowed to reapply for a learner permit three times in 10 years. "The purpose is to make people get the license," stated Grove, adding that more motorcyclists taking the skills tests or enrolling in the state's rider training program would mean more trained riders on the road.

If a rider doesn't get a license within 10 years of receiving the first permit, he or she wouldn't be able to get another permit for seven years. The bill was referred to the transportation committee earlier this year and is expected to be addressed this fall.

ILLINOIS GOVERNOR SEEKS CHANGES TO RED LIGHT BILL: Illinois motorcyclists who get stuck at red lights will remain stuck a while longer as Governor Pat Quinn has vetoed legislation that would have made it legal to proceed through a red light that does not detect motorcycles.

However, the bill may yet become law if legislators agree to make some changes. Illinois has what is called an Amendatory Veto, wherein the governor can reject a bill as presented for signing, but with changes requested that, if met, will win his signature.

CONTINUED NEXT PAGE

Biker News Continued

As written, House Bill 2860 sponsored by Senator Gary Forby (D-Benton) and Representative Daniel Beiser (D-Alton) specifies that motorcyclists could run red lights "after a reasonable period of time." Quinn objected that such wording is too subjective and "its interpretation could vary from individual to individual and county to county." He asked that the bill be changed to specify that the motorcyclist must wait two minutes. Quinn also asked for clarification that motorcyclists would still have to obey signs prohibiting right or left turns on red and would still have to yield to oncoming traffic.

ABATE of Illinois supported the measure when it passed the legislature in May, which is similar to laws enacted in 11 other states. "I was kind of disappointed with what the governor has done," said Sen. Forby. "ABATE's going to have to make a decision on whether it wants to negotiate with the governor's office or try to override his veto."

The Illinois Legislature has placed the amendatory veto on its calendar for action on October 19.

MOTORCYCLE-ONLY CHECKPOINTS CHALLENGED IN NEW YORK: On Monday, August 29, 2011, Robert "Prospector" Boellner, state legislative coordinator for ABATE of New York, Inc. and NCOM region VIII director, met with a representative from the New York State attorney general's office to discuss ongoing motorcycle-only vehicle checkpoints.

Since May 2008, ABATE has publicly expressed its opposition to New York State's tactic of conducting highway roadblocks which divert only motorcyclists from the state's roadways for the purpose of conducting "safety checks."

Because motorcycles operated in New York State are already required to pass annual safety inspections, the ongoing New York State Police initiative serves only to harass, intimidate, and inconvenience motorcyclists traveling upon the state's roadways. Further, motorcycle-only roadblocks conducted in the name of "safety checks" are a discriminatory and unconstitutional infringement upon an individual's right to travel without interference and an abuse of discretionary power as acknowledged by the New York State Court of Appeals.

The Office of the Attorney General was reportedly receptive to Prospector's request of an investigation into the actions of the New York State Police, and a reporting mechanism has now been implemented for direct complaints of motorcyclist profiling.

If you, or anyone you know has been a victim of motorcyclist profiling, Prospector encourages you to call him at 518-239-4560 for assistance in filing a complaint.

"Our sex life has declined since you got that plant!"

FLORIDA COPS USE SECRET FILES ON BIKERS TO LOBBY AGAINST GUN LAW: Florida law enforcement officials dipped into secret intelligence files to lobby against legislation that would have allowed holders of concealed weapons permits to carry their guns openly. Newly released records show that a staff lobbyist for the Orange County sheriff's office handed out restricted photos of bikers with valid concealed weapons permits to lawmakers as examples of the sort of people who might scare away tourists if they displayed their pistols.

"I actually stopped by every one of you guys's offices this morning and dropped off...photographs of some biker outlaw gang guys that have concealed firearm permits. Those are the ones we're worried about carrying," Sheriff's Captain Mike Fewless told the state Senate Judiciary Committee on April 12, 2011. "Please defeat this terrible bill."

After the provision allowing open carry of firearms was removed from the bill, the state Senate voted against the measure, prompting accusations of fear mongering by law-enforcement officials and raising concerns about police misuse of confidential files for political goals.

Fewless obtained photographs and other information for 17 "outlaw bikers" from the Orange Sheriff's Intelligence Squad, an undercover unit that investigates "motorcycle gangs, white supremacy groups, and organized crime," specifically asking for pictures of "one percenters," state attorney's records show. Seven of the eight photos of members of the Mongols, Outcasts, Outlaws, Pagans and Warlocks motorcycle clubs came originally from the state Driver and Vehicle Identification Database (DAVID), which federal law classifies as "highly restricted personal information." None of the bikers had felony records and all were eligible for concealed-weapon permits recognized by Florida and 34 other states.

The motorcyclists are now represented by Aid to Injured Motorcyclists (A.I.M.) Attorney Jerry Theophilopoulos, who said that he is planning to file a lawsuit against the sheriff's office. "The only way to police the police when they break the law is to file a lawsuit, and we are prepared to get justice for all

concealed weapon permit holders in this state," according to Jerry, who serves as legal counsel for the Confederations of Clubs in Florida and advises ABATE of Florida on legal matters.

DRIVING WHILE BIKER: According to the *Gunny's Sack*, a monthly newsletter from Oregon A.I.M. Chief of Staff Gunny Hutcheson, members of the Henchmen MC have hired a lawyer to put the San Jose Police Department on notice that harassment is not going to be tolerated without a fight.

They've filed an official complaint with the city's Office of the Independent Police Auditor alleging that the police are illegally profiling them, and the city's code enforcement unit is digging up zoning beefs to run them out of town. They say officers routinely pull them over, sometimes photographing their tattoos, based solely on their bad-boy reputations.

The Henchmen's complaint is not the first time a motorcycle club in San Jose has fought the law using the law. Five years ago, the Hells Angels won $1.8 million after suing police and sheriff's deputies for illegally raiding the club's headquarters and members' homes to link a bouncer, charged with killing a drunken bar patron, to the biker club. A jury acquitted the bouncer and a federal court sided with the Hells Angels.

"This kind of thing has come to a halt in Washington with their recent biker anti-profiling law, thanks to the Washington Confederation of Clubs and A.I.M. Attorney Marty Fox," writes Gunny. "Fighting harassment by using a lawyer and the court system."

6 MILLIONTH MOTORCYCLIST GRADUATES FROM RIDER TRAINING: The Motorcycle Safety Foundation recently graduated its six millionth RiderCourse student, a milestone reached through the ongoing efforts of nearly 10,000 RiderCoaches at more than 2,000 training sites worldwide.

"We have RiderCourses across the nation and around the globe, often during weekdays, and virtually every weekend of the year," said Robert Gladden, vice president of the Motorcycle Safety Foundation, adding that a wide variety of MSF RiderCourses are available in every state to provide motorcyclists everywhere with lifelong learning opportunities.

"From the Basic RiderCourse to a much more advanced day on the track, from standard motorcycles to scooters to three-wheel motorcycles, from small bikes to large, we cover it all," said Dr. Ray Ochs, MSF director of training systems.

In addition, the MSF collaborates with safety professionals worldwide. For example, the MSF is currently helping establish rider training in the Hashemite Kingdom of Jordan. The MSF works with all branches of the U.S. Armed Services to support riders in the military. The Foundation also works with world champion road racers on track-based programs that improve rider safety everywhere.

Founded in 1973, the MSF is a not-for-profit organization sponsored by BMW, BRP, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio, Suzuki, Triumph, Victory, and Yamaha to promote safety through rider training and education, operator licensing tests, and public information programs.

For safety information or to enroll in the RiderCourse nearest you, visit www.msf-usa.org or call 800-446-9227.

—Bill Bish

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

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B. PAID CIRCULATION		
1. Paid/Requested Outside-County Mail Subs	51,804	50,718
2. Sales Through Dealers, Carriers, Street Vendors, Counter Sales & other Non-USPS Paid Distribution	49,654	43,397
C. TOTAL PAID CIRCULATION	101,458	94,115
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E. FREE DISTRIBUTION OUTSIDE THE MAIL	2,356	2,000
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G. TOTAL DISTRIBUTION	104,160	96,463
H. COPIES NOT DISTRIBUTED	115,102	100,771
I. TOTAL	219,262	197,235
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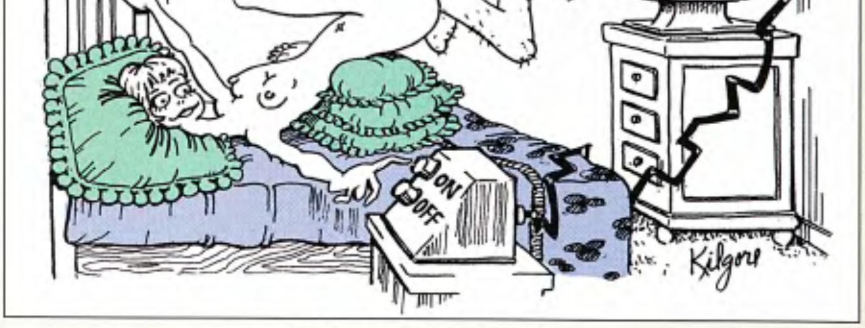

"Okay sweetheart, let-'er rip!"

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Edward "Nighthawk" Lattari from West Palm Beach, Florida.

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Rolling Thunder XXIV

Sunday, May 29, 2011, Rolling Thunder XXIV made a mighty roar in Washington D.C. Tens of thousands of bikers began arriving several days before the event. For many, the journey began 3,000 miles away on the West Coast, where Run For The Wall organization starts its annual ride across the country with members joining up in states along the way. By the time they reached D.C., they were more than 1,000 strong.

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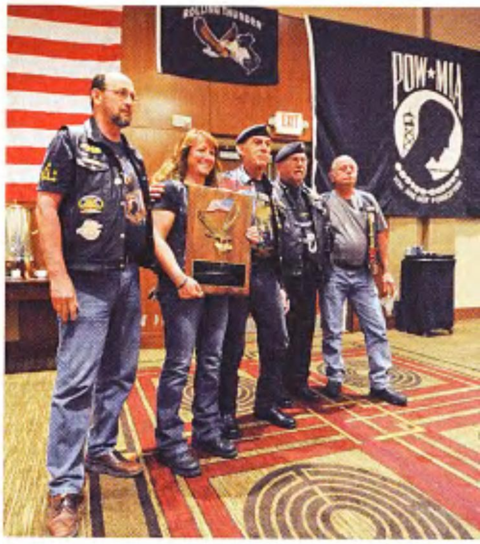
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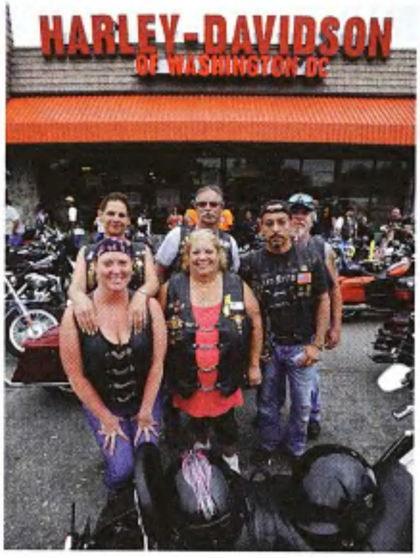
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Rolling Thunder reminds our nation, its people, and the members of Congress that we should never forget or abandon the military personnel who are MIA or POWs from all wars of this great country.

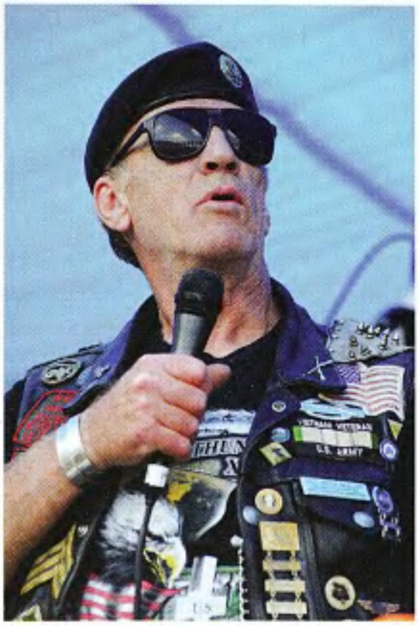
The first Rolling Thunder took place in 1987 with under 2,500 bikes. It was an idea that began with Marine Ray Manzo, Army Sgt. Major John Holland, Marine Sgt. Walt Sides, and Ted Sampley. The event has grown to include over 200,000 bikes and half a million spectators and participants.

On May 26, members of the 3rd Infantry Division visited Arlington National Cemetery and placed American flags at the headstones of the more than 260,000 "Fallen Heroes." The newest section of Arlington "section 60" has become synonymous with the Iraqi and Afghan wars. This section was originally created to handle the older veterans from earlier wars who had died from "natural causes."

On Memorial Day weekend, relatives and friends of the fallen can be seen sitting in front of headstones or laying on top of graves as if to be as close as possible to their loved ones.

A little after 10 a.m., the ground of Arlington National Cemetery began to vibrate and tremble from the rumble of over 1,100 motorcycles of the Run For The Wall organization who was going to the Tomb of the Unknowns for the annual Memorial Day wreath laying ceremony.

At noon on Sunday the roads leading into the Pentagon were packed with



gleaming motorcycles and the roar of Harleys. Over 200,000 motorcycles departed the Pentagon for their ride past Arlington, over the Memorial Bridge, down Constitution Avenue and then back to the Vietnam Memorial known as The Wall.

As the bikers came off the bridge and entered 23rd street, just before turning onto Constitution, standing at attention on the concrete median was Marine Sgt. Tim Chambers in his Marine dress uniform. He stood there proudly for the entire run of 200,000 motorcycles—a total of three and a half hours.

Thousands of people walked down the quiet valley of The Wall on that day, touching the black granite, finding the names of their relatives and friends. The average age of those whose names are engraved on The Wall is just 23 years young. There are over 58,272, soldiers' names on The Wall and 1,200 of them are MIAs/POWs.

—Jay Hirsch

Photos: Michael Lichter

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Superstitious

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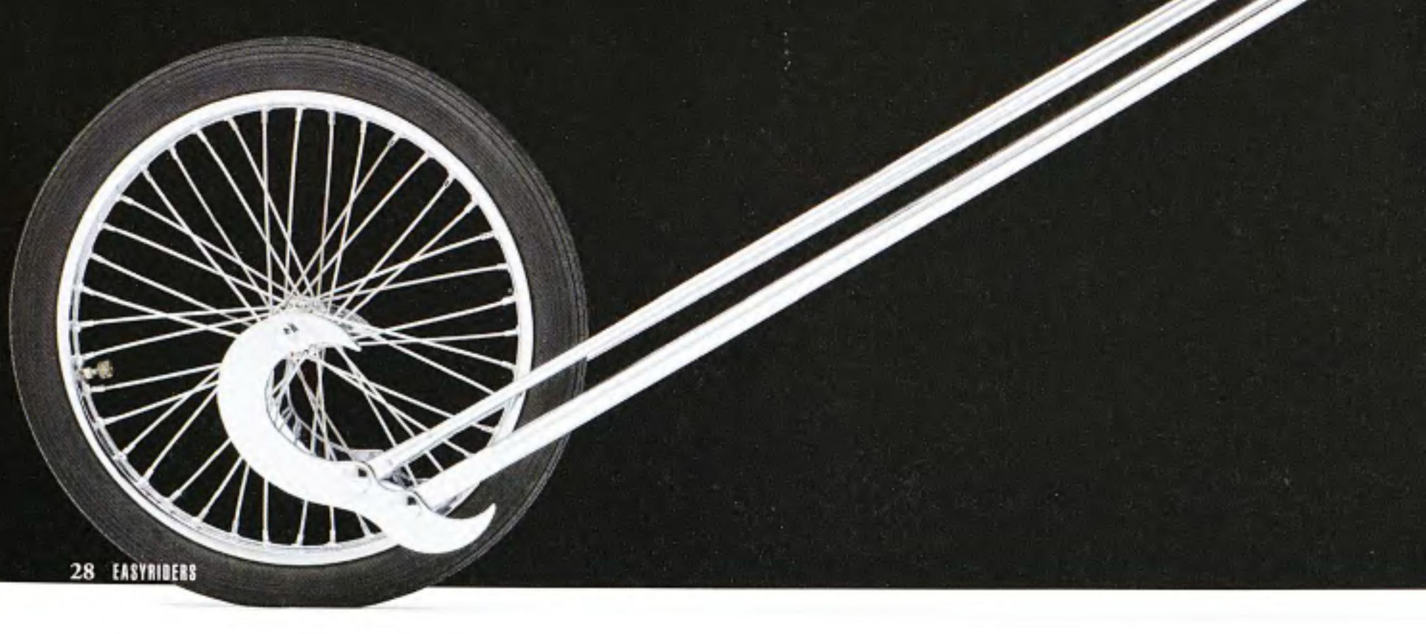
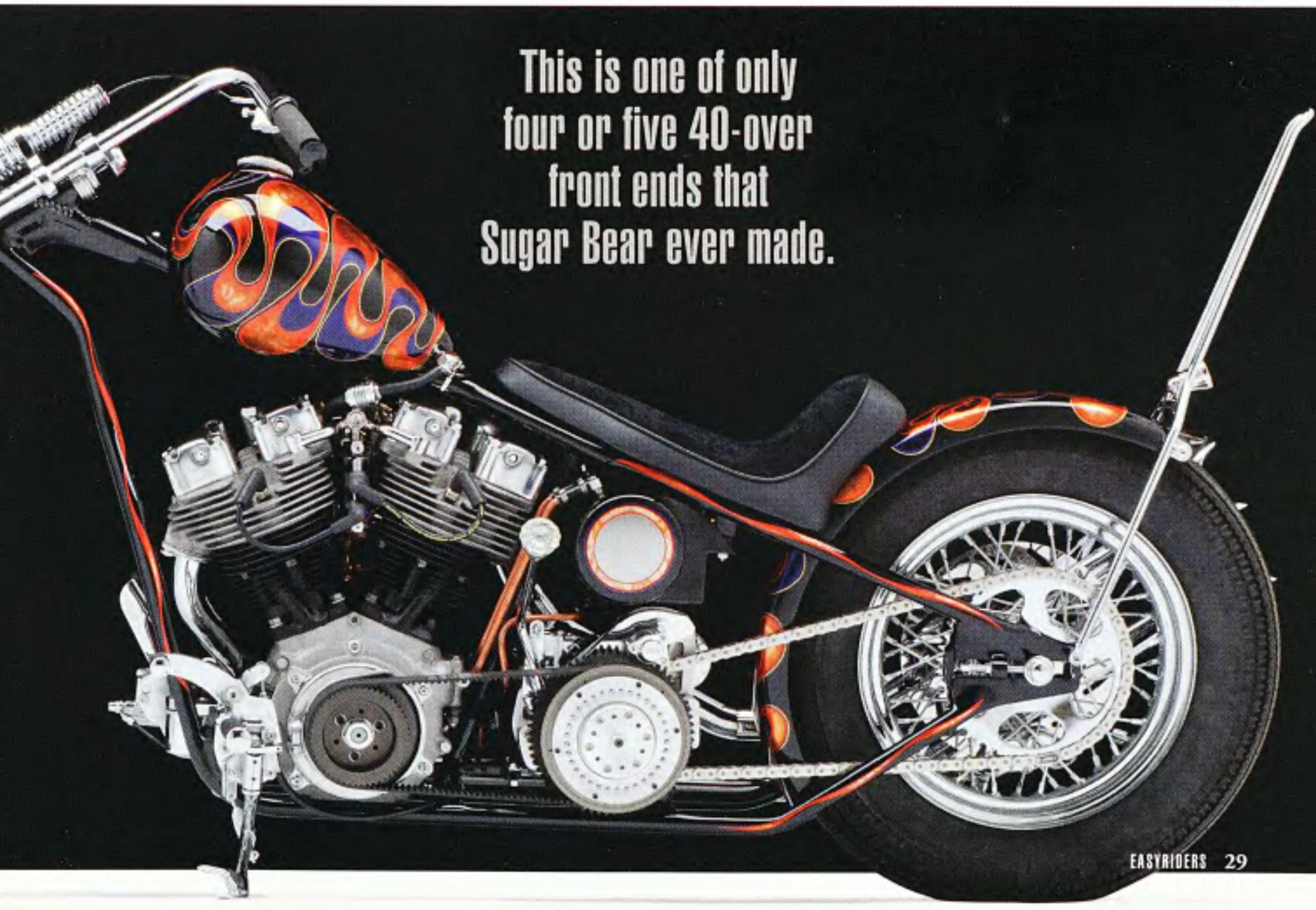


"How long is that thing?" is the first question that, naturally, comes to mind when encountering this bike. "It's 12 1/2 feet long," states builder Shannon Aikau. "People were always saying, 'You'll never be able to ride it. You'll need a city block to turn around, plus you've got a jockey shift, foot clutch, and no front brake.' Sure it's long, but once it gets rolling, no big problem. I've ridden it all over the place." While this is the longest front end he has ever used, Shannon has built 60 other long bikes among approximately 100 custom bikes. "I'm not too young, not too old, but I've built a lot bikes."

Shannon grew up in Hawaii immersed in the beautiful scenery, surfing, and chopper building. His father was building bikes before he was born, and by the age of 12 Shannon had started on his first Harley. After going to Las Vegas in

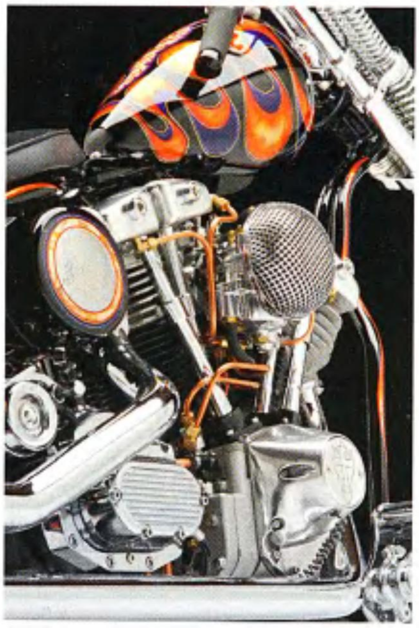
This is one of only four or five 40-over front ends that Sugar Bear ever made.



1998, Shannon joined up with Danny "The Count" Koker at Count's Kustoms, a shop famous for its hot rods and cool custom choppers. Most of the Count's customs go to Vegas high rollers, celebrities, and movie stars. In this case, the bike Shannon calls "Superstitious" started life basically in a dumpster.

Shannon got a call from his buddy Curtis who said he had a front end Shannon might be interested in, something his late father had left behind. "He showed up with this long front end and wheel sticking out of the window of his Honda," Shannon tells us. "I could tell it was an early original Sugar Bear, one of only four or five 40-over front ends that he ever made. It was so long, I had to hang it from the shop rafters where it hung down for about two years."

Curtis also told Shannon they were clearing out the house and that the cleaners had tossed some metal thing out in the trash. Shannon drove by and lo and behold, the metal thing turned out to be a rigid gooseneck frame. "I dragged it out and stuffed it in my truck," he recalls. "About a week later I looked at the frame and the front end and realized they had been together at one time." In other words, this bike project had been



started sometime back in the 1970s. Some 40 years later Shannon decided he would give the old chopper a new life. "I spent every nickel and dime I had to get everything I needed. I bought an engine off eBay in pieces and then handmade about everything else."

So how tall do you have to be to ride that long bike? "I'm 5-foot-8 and the front end really doesn't feel heavy to me," Shannon says. "But because it's so long and twitchy, any input like repositioning your feet on the pegs and the

bike will want to change lanes on you. I've ridden up through the mountains and come around some hairy spots dragging the front rockers pretty good. I just hold on."

Superstitious appeared last year in the Michael Lichter *Motorcycles As Art* exhibit in Sturgis and also won best paint at the David Mann Chopper Fest in Ventura, California. At the moment, it is stretching its legs at Count's Kustoms in Sin City in case you'd like to drop by to measure it. *—Paul Garson*

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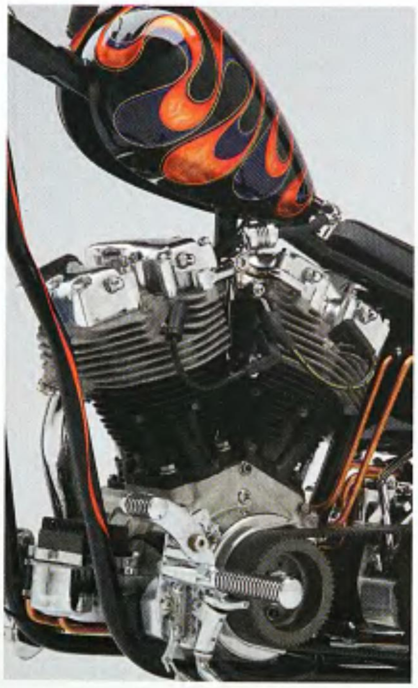

Owner: Shannon Aikau
City: Las Vegas, Nevada
GENERAL
Designer: Shannon Aikau
Year/make: 1978/2010
Model: chopper
Assembly: Shannon Aikau
Time: 3 months
Chrome: A1Plating
ENGINE
Year/make: 1978 Harley-Davidson
Displacement: 74 cubic inches
Cam: Andrews
Ignition: points
Pistons: J&E
Heads: Harley-Davidson
Lifters: JIMS
Carb(s): S&S
Air cleaner: Holly
Pipes: Santee
TRANSMISSION
Year/make: 2010 Ultima
Shifting: 6-speed jockey
PAINTING
Painter: Kaotic Customs, Ryan Evans
Type/color: House of Kolor/Black Pearl, candy ribbons
Special paint: Ryan Evans
FRAME
Year: 1970s
Builder: Denver's Choppers
Type: rigid gooseneck
Rake: 52 degrees
Stretch: 4 inches
Shocks: rigid
ACCESSORIES
Bars: owner
Handlebar controls: Drag Specialties
Fenders: owner
Headlight: Harley-Davidson
Taillight: After Hours Choppers
Pegs: V-Twin Mfg.
Electrics: Shannon
Gas tank: Alien
Oil tank: Ohana Design
Oil system: Harley-Davidson, lines by Pooker
Seat: Richard Ross
Sissybar: oh, yeah
Grips: Avon
FORKS
Type: lonnnnngggg springer
Extension: 40 inches over!
Builder: Sugar Bear
WHEELS
Size: 21-inch front, 16-inch rear
Wheels: Harley-Davidson
Tires: Avon front, Shinko rear
Brakes: Hawg Halters 4-piston disc rear
Photos: Michael Lichter

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Passin'Gas

A woman was in bed with her husband's best friend when the phone rang. After hanging up, she turned to her lover and said, "That was Jim, but don't worry, he won't be home for a while. He's playing cards with you."

Sarah Brack
Vacaville, California

I met a fairy today that said she would grant me one wish. "I want to live forever," I said.

"Sorry," said the fairy. "I'm not allowed to grant wishes like that."

"Fine," I said, "then I want to die after the members of Congress get their heads out of their asses."

"You crafty bastard," said the fairy.

Grinch
Ridgewood, New Jersey

A biker is drinking beer with his ol' lady when out of the blue he says, "I love you."

Stunned she asks, "Is that you or the beer talking?"

"It's me," he says, "talking to the beer."

Lonnie Carney
Richmond, Texas

An angry husband is not satisfied with his new wife and he sends a message to his mother-in-law. It reads, "Your product is not matching my requirements."

The smart mother-in-law replies, "Warranty expired, manufacturer not responsible after the seal has been broken."

Rocky
W. Palm Beach, Florida

Three drunks are hanging out at a strip bar when one of the dancers comes over to dance in front of them.

The first guy licks a hundred dollar bill and slaps it on one side of her butt. His buddy licks a hundred dollar bill and slaps it on the other side of her butt.

The third guy takes a credit card, swipes it through her butt crack and takes the $200.

Jose Gomez
Canton, Illinois

"That's quite a beer belly you're getting, honey," a wife teased her husband one day.

"It's not a beer belly," he replied defensively.

"Really? Then what is it?" she asked.

"A liquid grain storage facility."

Rick Brown
Represa, California

An 88-year-old man married a 21-year-old woman. Upon returning from their honeymoon, he confided to a friend, "We made love almost every night."

"How did you manage that at 88?" the impressed friend asked.

"Well," said the new groom, "we almost made love on Monday, we almost made love on Tuesday, and we almost made love on…."

Virginia Walker
Currituck, North Carolina

A hot-lookin' blonde was talkin' to her friend on the cell phone when a scooter tramp came up to her and offered, "If I drop $500 on the ground at your feet, can I have my way with you from behind in the time it takes you to pick up the money?"

The blonde's friend, overhearing the proposition, shouted, "Go for it. When he drops the $500 on the ground, you can scoop it up and run before he can even get his pants down. So, I say take the money and run."

Two hours later the blonde called her friend back. "Didja get the money?" the friend asked.

"Yes," the blonde said, sobbing, "but the jerk had $500 in quarters!"

David Chance
Ogden, Utah

"I'll bet you never thought you'd get this far on your first date!"

First bro, "The muffdivers next door gave me a Rolex watch for my birthday."

Second bro, "That's nice of 'em. Why did they buy you such an expensive watch, though?"

First bro, "I think they misunderstood me when I said, I wanna watch!"

Mark Glass
Des Moines, Iowa

A woman's husband had been slipping in and out of a coma for several months, but she dutifully stayed by his bedside every single day.

One afternoon he finally opened his eyes. When he did, he looked at his wife and said, "You've always been with me through the bad times. When I got fired, you were there to support me. When my business failed, you were there. When I got shot, you were by my side. When we lost the house, you stayed with me, and when my health started failing, you were still by my side. So you know what?"

"What dear?" his wife asked, smiling bravely.

"I think you're really bad luck," he said.

David Vida
Pontiac, Illinois

A man walks into a bar and sits next to a gorgeous redhead. "Can I buy you a drink?" he asks.

"Sure, but it won't do you any good. I'm a lesbian."

"No way!" exclaims the man. "No woman as good-looking as you could be a lesbian."

The woman replies, "Oh yeah? See that brunette sitting at the end of the bar?" I'd love nothing more than to get between her legs and lick her 'til she can't walk."

The redhead looks back at the man, who now has tears streaming down his face. "I'm sorry," she says, "did I offend you?"

"No," the man sobs, "but I think I'm a lesbian too!"

Rocky Meyerson
W. Palm Beach, Florida

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25TH ANNUAL GRAND NATIONAL EASYRIDERS RODEO

CHILLI

Twenty-five years ago, Ronald Reagan was serving as U.S. president, Russia had a meltdown, our space shuttle exploded, USA for Africa was launched, and Phil Collins gave us "No Jacket Required." Twenty-five years ago Chillicothe, Ohio, had no idea that the group of bikers rolling in would be the start of the biggest event to ever come to town, namely The Easyriders Rodeo.

This year we celebrated the 25th anniversary with over 30,000 fans, movie and TV stars, national bands, a VIP premiere, and of course the Rodeo Grand Nationals. It all took place from Thursday, September 1 - 6 at the Ross County Fairgrounds.

The first day started with long lines waiting to get into the event, everyone sharing stories of the past years and great times and anticipating a weekend full of new adventures. A buzz was created once everyone found out about the exclusive invite-only Easyriders Drive-In Theatre and the premiere of Sons of Anarchy season four.

Barstool races, The Teresi Dyno-Drags truck, and the rodeo itself kept the track side of the event bustling with people participating or just kicking back and enjoying the spectacle. The rodeo qualifying and finals had the crowd of people cheering and jumping out of their seats as all of the rodeo competitors brought it strong and hard on the track—so much so that there were a few scary

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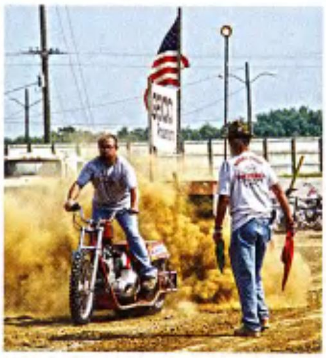
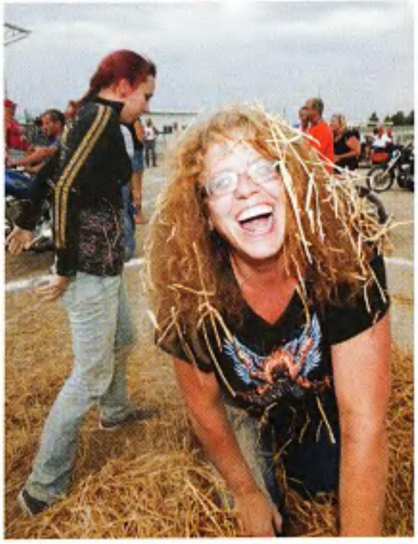




moments of chills and spills during the competition. The sled pulls appeared to be the crowd favorite with the infamous wienie bite contest a close second, depending on your view.

The main stage rocked all weekend with headliner band The Kentucky Headhunters, plus Mustang Sally, and Hemme. The trophy girl and wet T-shirt contests were only some of the fun things happening on stage between the live music and giveaways. Everywhere you looked someone was smiling with beverage in hand, taking in all the crazy shenanigans that the Easyriders Rodeo is known for.

The big finale for competitors was the Grand Nationals Dinner where we crowned the Top Three Cowboys for the season: Jason Tabor; Robert Tabor; and Eddie Austin. All three received the coveted Top Cowboy belt buckle and a sweet cash purse. You can bet we'll all be back next year for the 26th running of the world's best motorcycle rodeo.

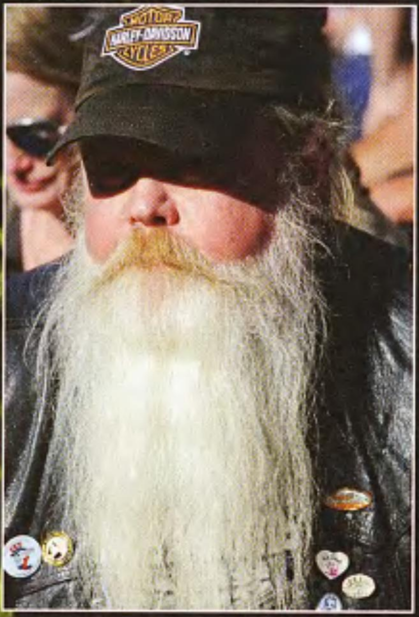
—Dr. Blasphemy

Photos: Billy Tinney

Redwood Run 2011

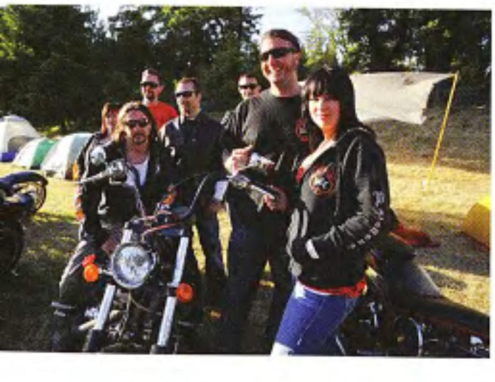
ROCKIN' YOUR WORLD FOR 17 YEARS

Billed as the Kiwanis Original Redwood Run, this old-school rally takes place in Piercy, California, each June, offering three days of camping, biker good times, and live music. This year's 17th annual run featured headliner Ronnie Montrose as well as such biker favorites as the Fryed Brothers Band, Tommy Castro, and Charlie Brechtel.



For the adventurous there were biker rodeo games, a ride and shine bike show, tattoo artists on hand to add a little fresh ink to your bod, a bunch of vendors, great food and drink and even run pins for the first 1,500 who attended.

The event organizers call this the only old-school rally left on the West Coast



and they may be right. If you don't have a killer good time at the Redwood Run, you're just not tryin'! Plans for next year's run are to have it at the same location as the one you're lookin' at here in Cook's Valley's Bowman Ranch, two miles north of the old site.

The dates for 2012 will be June 8 - 10 and tickets can be purchased online for $90, or $100 at the gate. Check out www.kiwanisrwr.com for more info.

—Phantom

Photos: Michael Lichter

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Santa's new ride.

—Alan Black, Darlington, Wis.

Gimme 40 acres and I'll turn this rig around.

—Paul Garson, Los Angeles, Calif.

Life is a breeze when heading to Sturgis. —*Dan Radojkovich, Beamsville, Ont.*

Sweetie at Thunder in the Valley. —*Bob Allan, Johnstown, Pa.*

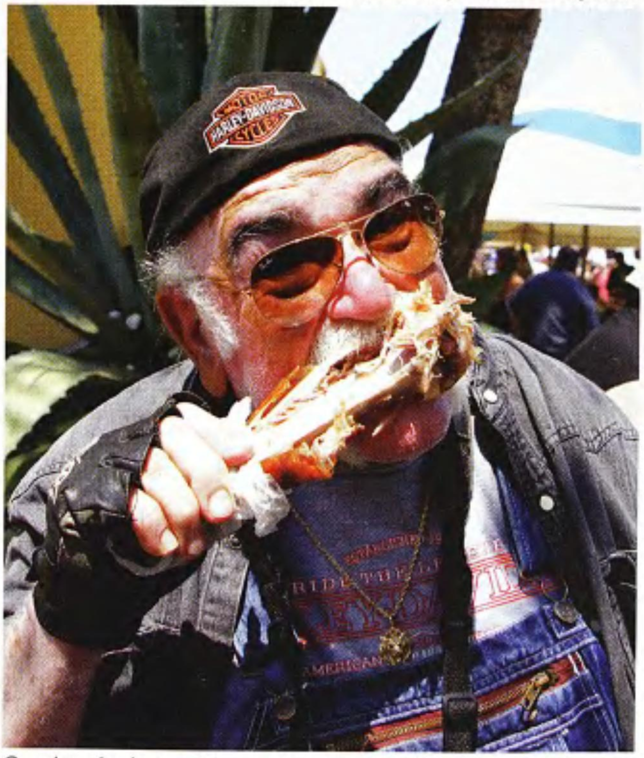
H-D honey on July 4th. —*Jenna Lehnen, Mille Lacs Lake, Minn.*

Campsite cuties are a roadside attraction. —*Mike Stouder, Rixeyville, Va.*

Kick-starting—an almost forgotten art. —*Atte Atteson, Laholm, Sweden*

Chomper's trusty shovel. —*Todd Schizinski, Des Moines, Iowa*

Just before sliding off. —*John Lupperger, Little Orleans, Md.*



Good to the bone at Leesburg. —*Ron Hawks, Leesburg, Fla.*

"Aren't you glad they fixed the showers, Trixie!" *—Bret Brandt, On the road, Iowa*

Each month, the best pictures our readers send us are printed here. We prefer digital art, but can use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: ***Easyriders*** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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EDDIE TROTTA BUILDS A WINNER

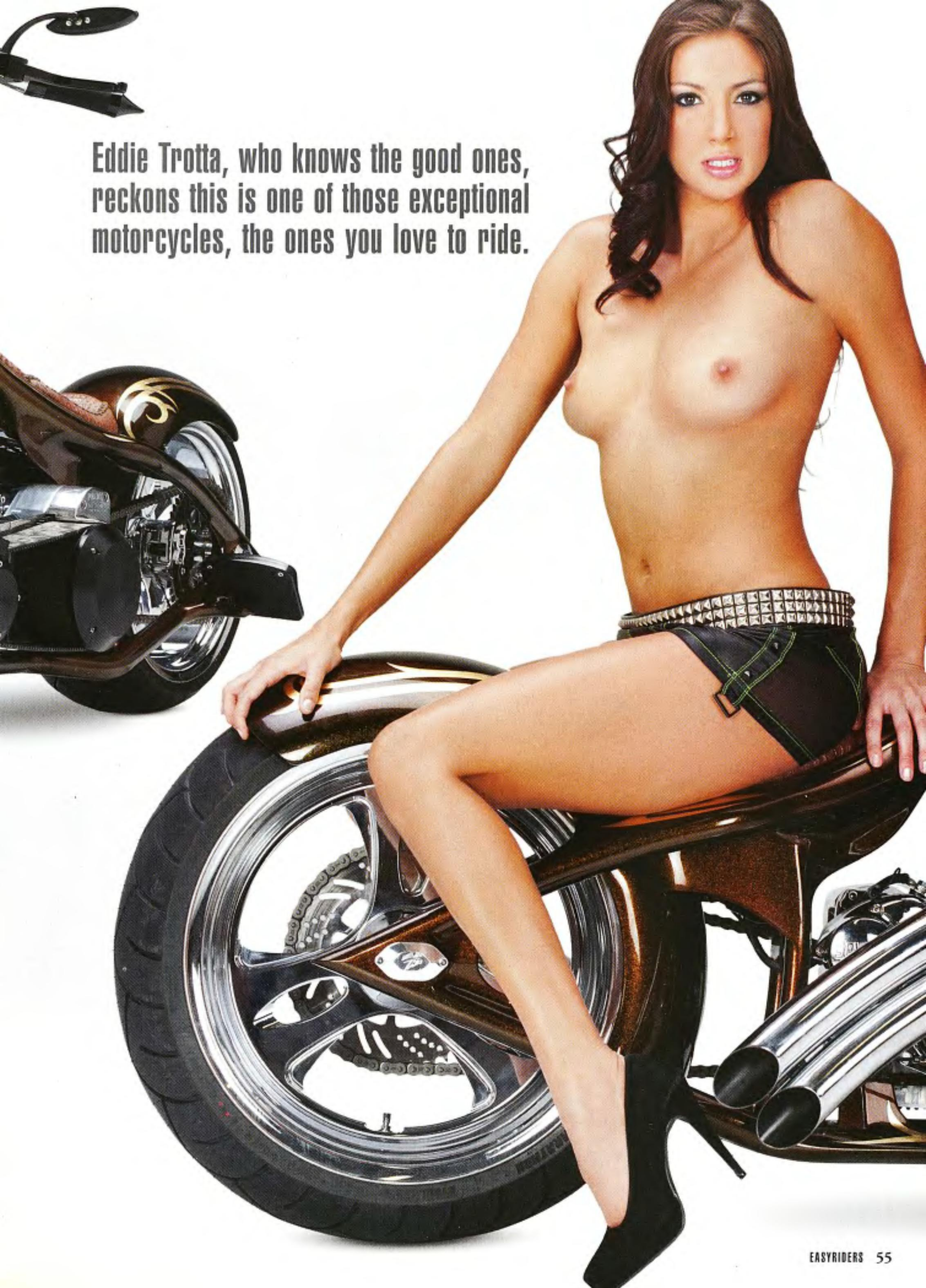
Rolling Perfection

Anyone who has put together more than a few motorcycles knows the feeling, whether it is an amateur working away in a home garage or a pro in some mega shop. Every once in a while, a bike just comes out perfectly. Not only does it look right, with nary a nick or blemish anywhere, but the thing will run, ride, and handle like a mechanical wonder—no leaks, no rattles, no vibrations, everything just as smooth as silk. Why does this happen? Who knows, but amateur and pro alike we'll all take that winner when it shows up.

This is one of those bikes, and Eddie Trotta, who has certainly put together enough bikes to recognize good fortune when it appears, reckons this is one of those exceptional motorcycles, one of the great ones. The bike just came together perfectly. Needless to say, Eddie didn't get to keep this root beer beauty long. Finished just before Sturgis Bike Week 2011 and brought to the Black Hills as part of the Thunder Cycle display, it found a new owner almost immediately.

Mechanically, Eddie says that this one is about as good as he has seen. The engine, a Thunder Cycle assembled 121-inch Evo, is virtually vibration free. The ride is as smooth as glass—no bumps, bangs, or unpleasant surprises. The handling is light and quick, the bike feeling as nimble as something half its size and weight. And with its 240 rear tire, chain driven on the left side, it tracks down the road like it was on a rail.

This chopper went together with parts mostly picked right off the Thunder Cycle parts shelves. The frame is a standard DSR, one of Eddie's drop-seat



Eddie Trotta, who knows the good ones, reckons this is one of those exceptional motorcycles, the ones you love to ride.

This month's *Easyriders* girl is Sunshine State sweetie Julie. Having heard the hype from Eddie that this ride is perfection, she made sure to be extra careful when sliding on and off of that sleek custom seat.

rigids, something he usually uses as the base for one of the little Thunder Cycle choppers he has been building lately, bikes put together with apehangers and a high tank. Going in a different direction this time, Eddie gave things a new look. It is a smaller, scaled-down sort of pro-street vibe using more of those flowing, stylized parts TCD's known for. And the front end was sized to match. An inverted 63mm, it is just 2

inches over and was fit with a 23-inch front wheel. The gas tank is the Thunder Cycle D-2. The combination of all this couldn't have turned out better.

That root beer color was another success. Experimenting with "just about a million test panels," a base coat of Black Pearl was topped with Candy Pagan Gold, about as bright as it gets with just a little 'flake thrown in. The result is a one-off root beer brown. The accent graphics, designed and laid out by Eddie and Bones, are gold leaf.

The entire build, from start to finish, took about three months. It is a neat little bike, Eddie figures, knowing full well that it is a whole lot more than that. This is one of those special bikes that, for whatever rhyme or reason, just turns out perfectly.

—Joe Kress

Even the paint turned out special, Candy Pagan Gold over Black Pearl. It is a one-off TCD root beer.

Owner: Eddie Trotta
City: Fort Lauderdale, Florida

GENERAL
Designer: Eddie Trotta
Year/make: 2011 Thunder Cycle
Model: DSR drop-seat rigid
Assembly: Thunder Cycle Design
Time: 3 months
Chroming: Chrome Masters

ENGINE
Year/model: 2010 Evo
Rebuilder: Thunder Cycle Design
Displacement: 121 cubic inches
Ignition: Daytona Twin-Tec
Cam: Andrews
Carb: Mikuni 48mm
Air cleaner: Thunder Cycle Design V-Cleaner
Pipes: Thunder Cycle Design 131s

TRANSMISSION
Year/make: 2011 Trick Shift
Shifting: 6-speed

PAINTING
Painter: Bones, Seth, Mario
Type/color: House of Kolor/root beer

FRAME
Year/make: 2011 Thunder Cycle Design
Type: DSR
Rake: 38 degrees
Stretch: 2 inches over
Shocks: none

ACCESSORIES
Bars: Thunder Cycle Design
Handlebar controls: Hawg Halters
Fenders: Thunder Cycle Design
Headlight: Thunder Cycle Design
Taillight: Thunder Cycle Design
Speedo: Dakota Digital
Pegs: Thunder Cycle Design
Foot controls: Thunder Cycle Design
Gas tank: Thunder Cycle Design, D-2
Oil tank: Thunder Cycle Design
Seat: Thunder Cycle Design
Mirrors: Thunder Cycle Design
Grips: Thunder Cycle Design, Comfort

FRONT END
Type: 66mm, inverted, plus-4
Builder: Thunder Cycle Design

WHEELS
Make: Thunder Cycle Design, No. 7s
Size: 23-inch front, 18-inch rear
Tires: Metzeler
Brakes: Hawg Halters, rear sprotor
Photos: Don Rogers
Contact: Eddie Trotta
Thunder Cycle Design
954-763-2100
www.thundercycledesign.com

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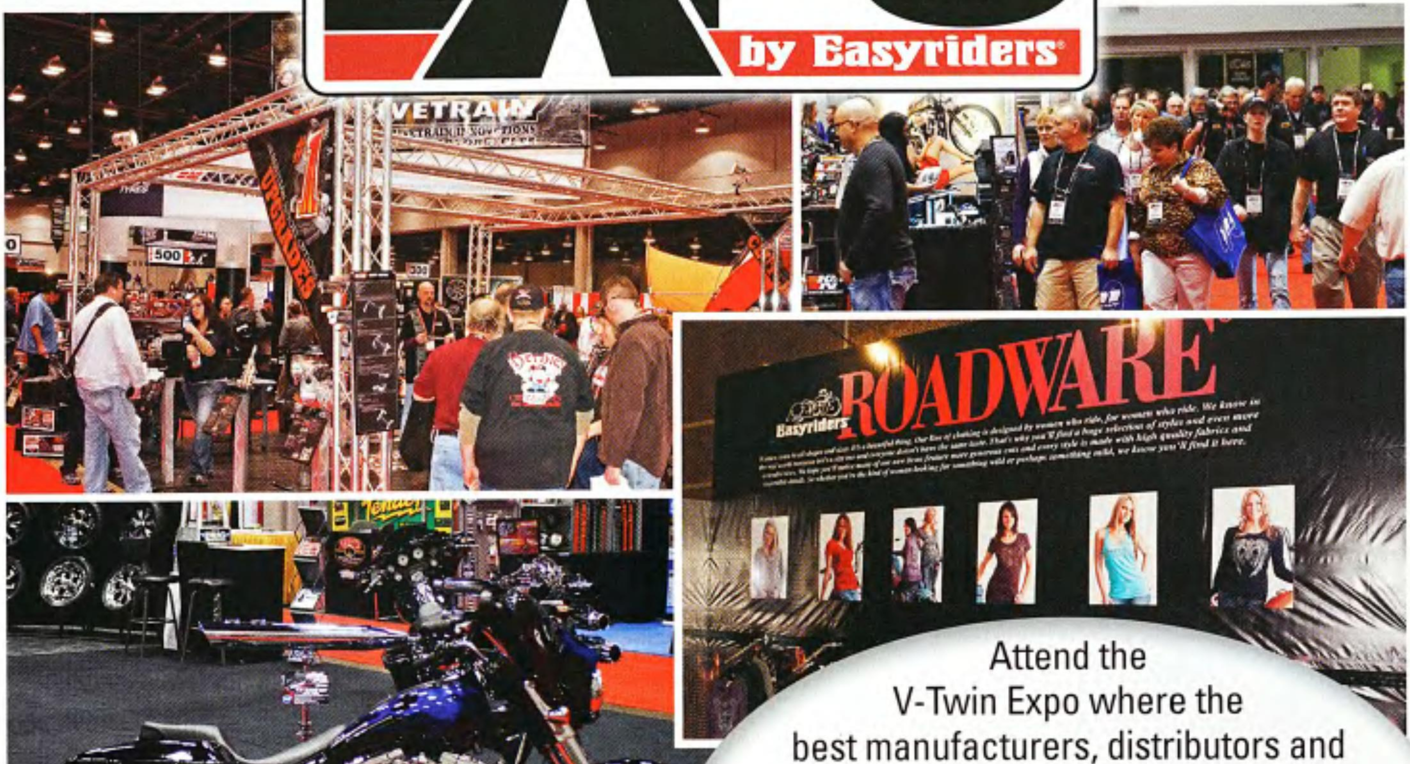

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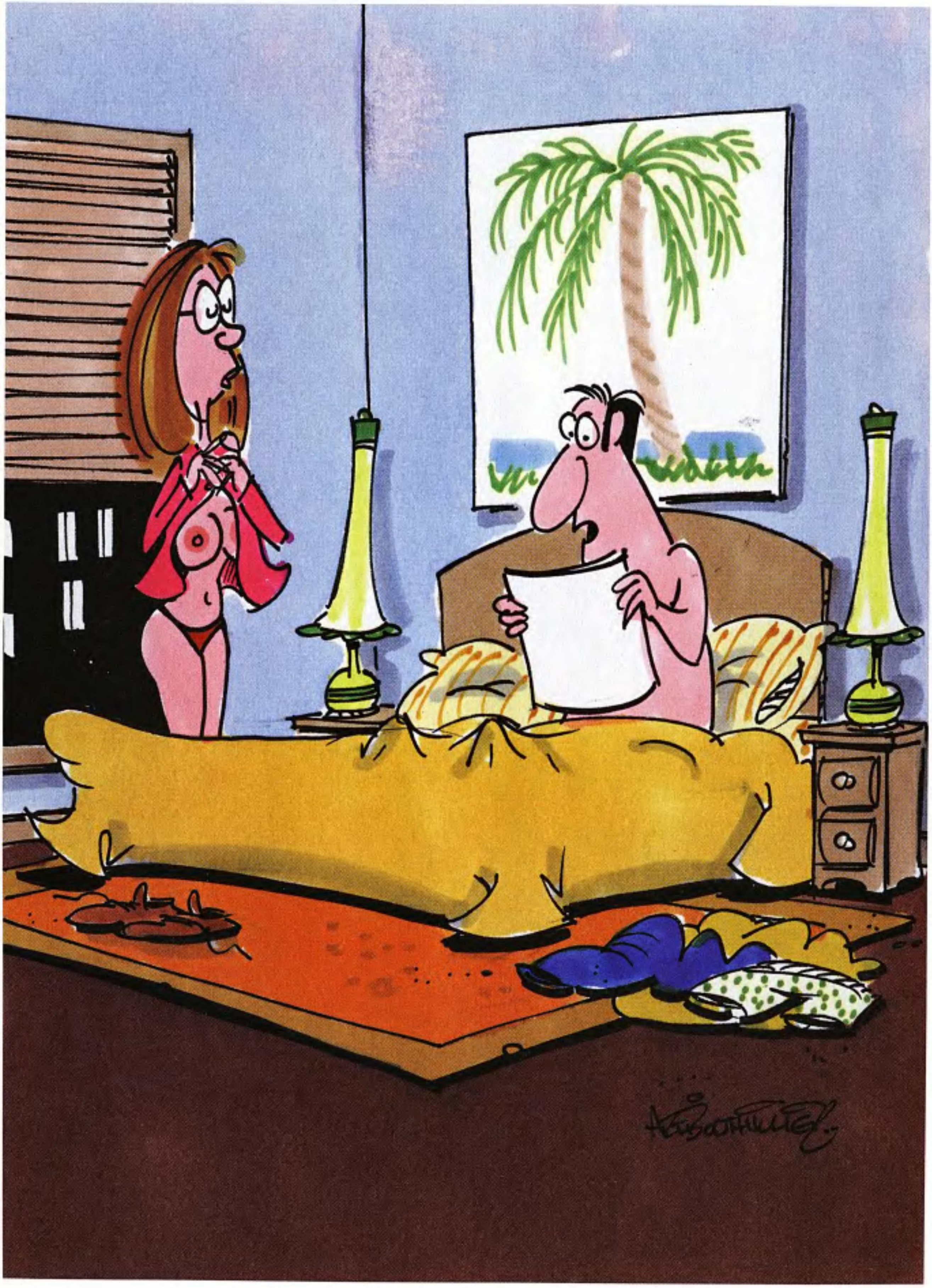

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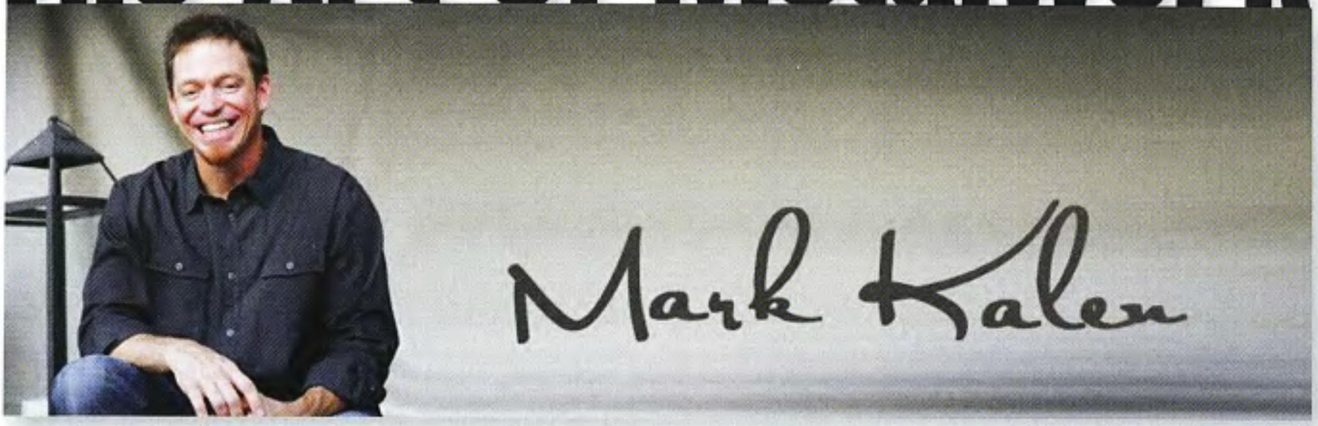
The Art Of Metalwork



Metalworking is a term that covers a wide range of work from building bridges to crafting bracelets. It is a science, hobby, industry, trade, and art whose historical roots span cultures, civilizations, and even millennia. Mark Kalen of Austin, Texas, is familiar with the spectrum metalwork encompasses. A pipe welder for nearly 20 years, he is also an artist whose medium is metal. It a medium that is is both challenging and enduring.

He creates works of art formed from stainless steel, copper, and brass to adorn both man and motorcycle. "The jewelry adorns people and the bike parts adorn motorcycles," says Mark. "My 'MK' bike parts create a custom look for a bike, and my inspiration for some of my jewelry is to identify bike owners with their bikes by using the same design in both elements."

Texture is an important and recurring element in all of Mark's work. It is what sets it apart. "Texture is my foundation for building interest, depth, and character in a piece. I enjoy discovering new ways to create and express that sense of texture using only the natural metal versus color to create interest," he says. He asserts that it is not difficult to create texture, but that it does require imagination as well as the ability to manipulate tools to achieve a result they weren't designed to achieve.

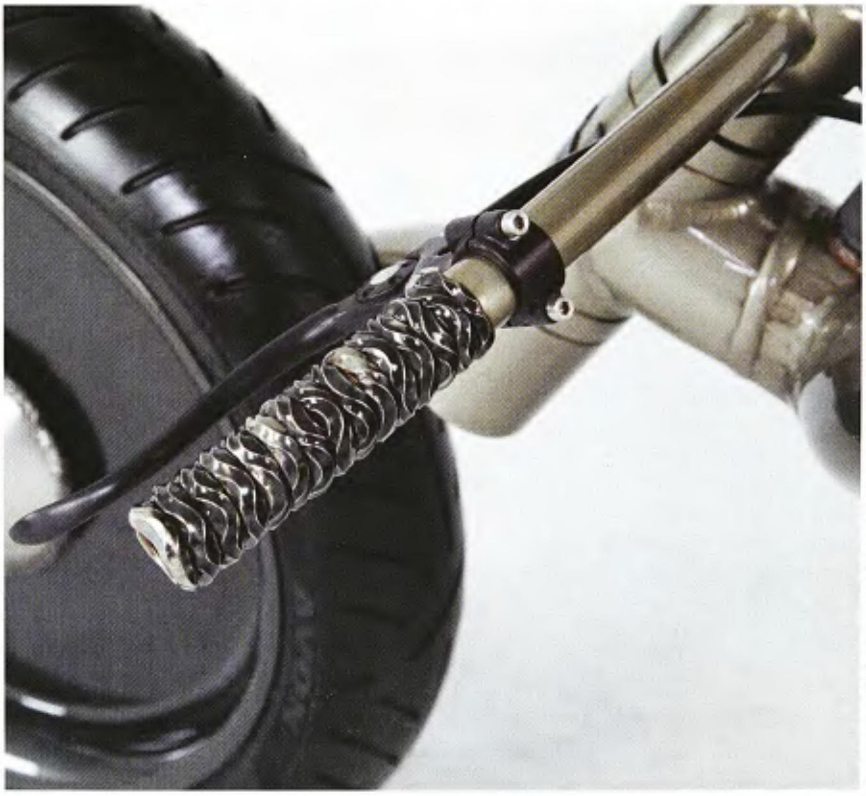
Mark works mainly with stainless steel, which he has used to establish his amazing and ever-evolving line of MK motorcycle parts (grips, pegs, shift linkages, mirrors, stands) and jewelry. "I choose to work with stainless steel in creating my jewelry because of the strength and beauty of the finish," he explains. He also points out that it resists scratches, doesn't tarnish or

oxidize as does silver, and can last forever given proper care. "I overcame the challenge of working with stainless steel by using industrial strength tools versus typical jewelry tools," he reveals. "Plus, I put in the time it takes to achieve the desired result. Some of my designs are very labor-intensive."

Recently Mark teamed up with Rafik Kaissi of RK Concepts, also in Austin, to build exciting new custom bikes. The pair originally met at the Republic of Texas (ROT) rally, and out of this relationship came an all stainless steel bike with an S-shaped frame *(middle right)*. The bike earned 5th Place Freestyle, AMD World Championship 2011 Sturgis. Mark's signature twist design was used on most of the bike's parts. More projects blending RK Concepts bike frames and MK parts are currently underway, and we can expect to see more innovative custom bikes as a result of this collaboration.

Mark's bike parts and jewelry are both art and heirlooms. Whether you are looking to adorn your bike, yourself, (or both), he has something original and magnificent to offer. "My mind is always creating, and I have multiple binders

crammed full of ideas for new designs and new parts," Mark enthuses. "I build unique parts that are made to last, and that can be handed down to the next generation." *—Joanne Morris*



Photos: Mark Kalen www.markkalen.com

LOUD OR QUIET, IT'S YOUR CHOICE

Installing The Hushers Controllable Exhaust System From TS Engineering

It seems that there is a law for everything. You can't spit on the sidewalk, walk on the grass, or get loud on your bike without attracting a badge. TS Engineering has developed an exhaust system to give you a break. This system, called the Hushers Exhaust System, can be loud or quiet at the flip of a switch. It fits 1995-and-newer Harley-Davidson touring bikes.

The Hushers Exhaust features mufflers that have butterfly valves inside of their baffle tubes. When the butterfly is open, the engine's exhaust gasses pass through the muffler with little restriction, thus they are plenty loud. But when the butterfly is closed, the exhaust gases take a more roundabout path inside mufflers that quiets down the motor. An air cylinder that is mounted on the side of each muffler operates the butterfly valve.

The designers at TS Engineering designed the air compressor and control switch for ease of installation. The compressor is self-contained in a small black box that mounts behind the right saddlebag. The control switch bolts to the left side upper motor mount, next to the horn. Installing the whole system is just a little more involved than putting on a set of slip-on mufflers.

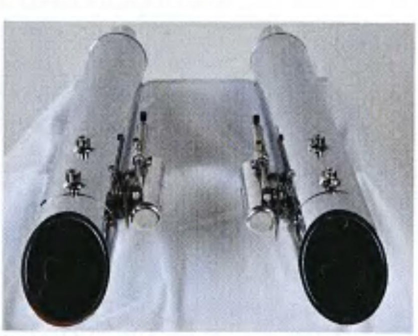
Once you have a Hushers Exhaust on your bike, you have a lot more control over your riding destiny. We tried this exhaust system on a hopped-up Ultra Classic and were amazed. When it is loud, it could be said that the bike will attract attention. With the switch flipped, we were riding incognito, way cool.

—Bugle

TS Engineering
262-705-8482
www.hushersexhaust.com

1 Once the installation is finished, you might be able to tell it from stock, but "the man" won't!

2 This is it, the Hushers Exhaust system. It comes with the mufflers completely assembled, the black box with a connector installed on its power wires and the control switch mounted on its bracket.,



3 The mufflers are chrome-plated and mount with the factory brackets and clamps. Choose tips with either slash-cut or straight rolled ends.

4 The air cylinder that opens and closes the butterfly valve is fitted to the back of each muffler. To match the exhaust to your bike's motor, the butterfly's travel is fully adjustable.

5 Here's our starting point: the saddlebags, seat, and mufflers have been removed.

6 The mufflers are mounted to the stock head pipes. We used a small amount of Hi Temp silicone sealant between the muffler and the pipe.

7 The black box is attached to the rear fender with existing factory hardware. It has only two wires and an air line coming out of it. The two wires go to the aux power connector up at the battery and the air line goes to the control switch.

8 The control switch tucks up under the gas tank on the left side. The air line from the compressor runs up to it and two lines go down to the mufflers.

9 The mufflers' butterflies are adjusted after the bike has been warmed up to operating temperature. With that done, you're ready to ride anywhere.

Photos: John Sullivan

JOEL MERCADO'S EVERYDAY RIDER

EVILUTION

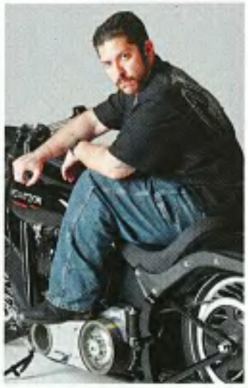
The evolution of the Softail known as Evilution by its builder and owner Joel Mercado is an all-American success story. An ex-Marine who was down on his luck, Joel was inspired by the bike building antics of the Teutels on the TV series *American Chopper* and decided to put himself through the AMI motorcycle mechanics school. He drove to Daytona, Florida, with no place to stay and figured he would just sleep in his car until he could get things together.

"When I pulled off the dash cover, I found a nest of baby rats in there!" — Joel Mercado

That is when some friends from New Smyrna Beach, who had an empty home, stepped in and let Joel stay there rent-free for three months. "They even let me ride their 1990 Harley Softail to and from AMI where I sort of used it as a lab rat," Joel tells us. "Later, the father and son who owned the bike decided to quit riding, but they were having no luck selling the Softail," Joel remembers. "So they made me a hell of a deal and let me pay the bike off over time." It was bone stock when Joel first got it and was in really terrible shape. "When I hit the brake, the front end would just bottom out and not spring back," he says.

EVILUTION

EVILUTION



"I discovered that the forks were bone dry, and when I pulled off the dash cover, I found a nest of baby rats. No joke!"

Joel decided to take the bike completely apart and start from scratch, utilizing parts that he had been collecting such as the Daytec frame, the Fat Bob front, and Cross Roads rear fenders. "The motor was one of Harley's remanufactured units and was basic silver," Joel says. "I took it to Innovative Powdercoating to give it the all black treatment." The motor has been beefed up and includes Screamin' Eagle lifters, an S&S carb, and those Vance & Hines pipes.

To give Evilution that sinister Darth Vader look, Joel had a cloak of Vivid Black PPG paint sprayed on by Custom Coatings in Ft. Lauderdale. The slim solo seat is by James Dean. Now Joel rides the wheels off of his badass little Softail and has joined that proud and elite brotherhood of bike builders whose motorcycle has appeared in *Easyriders* magazine.

—Dave Nichols

Owner: Joel Mercado *(left)*
City: Fort Lauderdale, Florida
GENERAL
Fabrication: Joel Mercado
Year/make: 1990 Harley-Davidson
Model: FLSTF
Assembly: Ft. Lauderdale Harley-Davidson
Time: 8 months
Powdercoating: Innovative Powdercoating
ENGINE
Year/make: 1997 Harley-Davidson Evo
Ignition: Crane
Displacement: 80 cubic inches
Lower end: factory
Pistons: forged pop-ups
Heads: Screamin' Eagle
Cam: SE 57
Lifters: Screamin' Eagle
Carb: S&S
Air cleaner: S&S
Pipes: Vance & Hines
TRANSMISSION
Year/make: 1997 Harley-Davidson
Shifting: 5-speed
PAINTING
Painter: Custom Coatings
Type/color: PPG/Vivid Black
FRAME
Year/make: 2003 Daytec
Type: pro-street
Rake: stock
Stretch: none
Shocks: Harley-Davidson
ACCESSORIES
Bars: Fat Bob
Handlebar controls: Joker Machine
Fenders: Road King front, Cross Bones rear
Headlight: Harley-Davidson
Taillight: LED
Speedo: Dakota Digital
Pegs: Drag Specialties
Electrics: Graham Weaver
Gas tank: Softail
Oil tank: low profile
Oil system: Harley-Davidson
Primary: Belt Drives LTD
Seat: James Dean
Grips: Performance Machine
FORKS
Type: Harley-Davidson FL
Extension: none
Builder: Allied Machine
WHEELS
Size: 16-inch
Type: Harley-Davidson
Tires: Dunlop
Brakes: stock
Photos: Don Rogers
CONTACT: Joel Mercado
561-305-7429

Best Boobs

There's an old saying that once a guy sees a set of boobs, he wants to see all of 'em. Who are we to argue? *Easyriders* is just about the only motorcycle magazine left where a bro can still see a full-grown pair of American-made yabos, so who better than us to offer you our pick of the Best Boobs of the year. Yes, we've scoured the riding world for tempting ta-tas and present them to you thus for your drool-inducin' pleasure.

Here's to amazing mammaries.

We do indeed want to see 'em all. —*Phantom*

Photos: ER Archives

Easyriders

Best Boobs

LESS BOUNCE, BETTER RIDE

Readers often ask us how Angie Savage became our Topless Tech girl. It all started a few years ago when we were shooting a tech tip over at CycleWorks Etc. in Southern California, not far from our offices. Angie was changing oil on a Softail and got some oil on her tank top. Naturally, Angie took the top off and continued to work on the scooter as if nothing had happened. That's when a light came on in our minds and Topless Tech was born.

This month, Angie is seen filling a set of Wide Glide forks with PJ1 Gold Series 10W Racing Blend fork oil. Angie says, "This is the fork oil for serious riders. We get it from Drag Specialties but riders can order it direct from Dennis Kirk."

We agree; the Gold Series fork oil works great. Changing the fork oil was as easy as sex; the only problem was, it can get a little messy (also like sex). After Angie pulled the plug on the right leg she soiled her shirt and in the time-honored Topless Tech tradition, took it off.

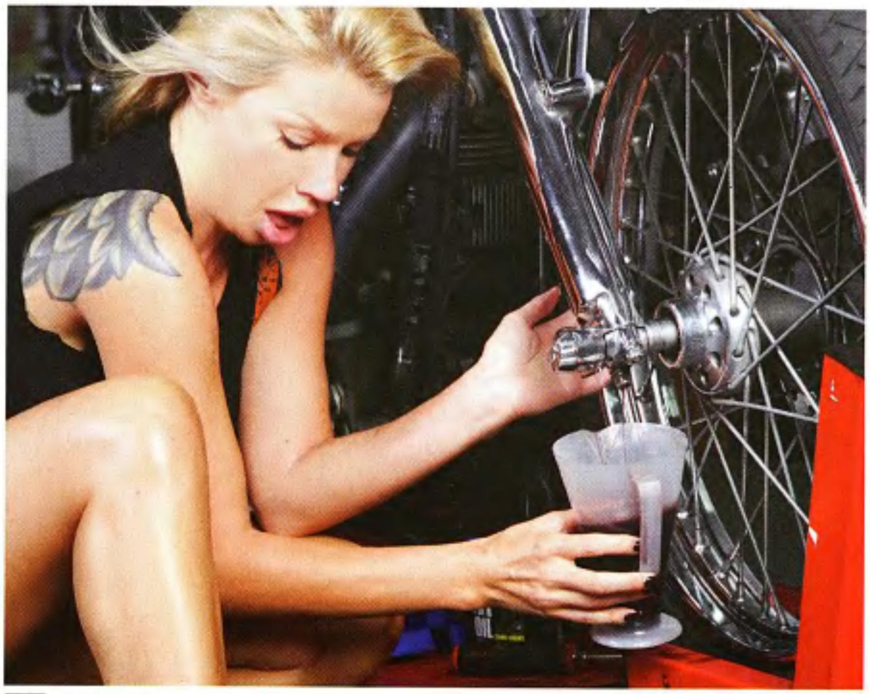
According to Angie, "Changing the fork oil in some bikes can be a real pisser, but Wide Glides are a piece of cake. Pulling the filler plugs in the tops of the tubes doesn't release the fork springs like on some bikes. You can do this in your garage in about an hour."

So, pay attention, and follow the bouncing boobies, as we always say, this ain't hard but it is important. *—Bugle*

Drag Specialties
www.dragspecialties.com

Dennis Kirk
www.denniskirk.com

1 Angie says, "If you ride hard, then your fork needs good lubrication and PJ1's got it."

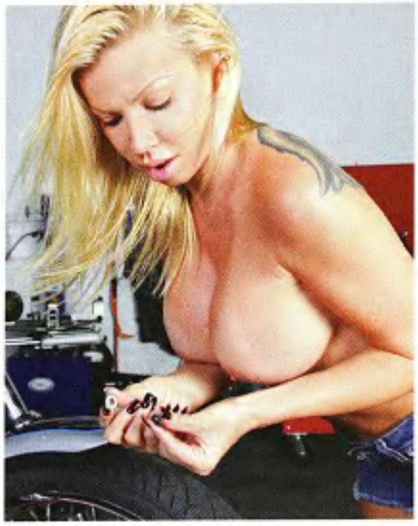


2 While Angie was draining the right fork leg it splashed, doing a number on her shirt.

3 "Some things you can put up with or do something about," says Angie.

4 With that, she pulled off her top.

5 Angie says, "The Wide Glide filler plugs take a big wrench and a bit of care to keep from scratching them."



6 Angie used a new gasket on the drain plug. She says, "O-rings and gaskets are cheep insurance against leaks."

7 Angie tightened the drain plug with a firm hand, no more.

8 She poured the new fork oil into the beaker that she had used to drain the old oil into.

10 Pouring the new oil in took patience; Angie says, "It's no use in being careful when measuring, if you don't get all of the new oil into the fork."

12 She carefully screwed the new filler plug seals onto the plugs and screwed them back into the top of the forks.

9 She was very careful to fill it to the exact amount of oil that came out of the fork.

11 After both fork tubes had been filled she pumped the handlebars a few times and then checked the fork oil level. it was ok.

Photos: Dan Madsen

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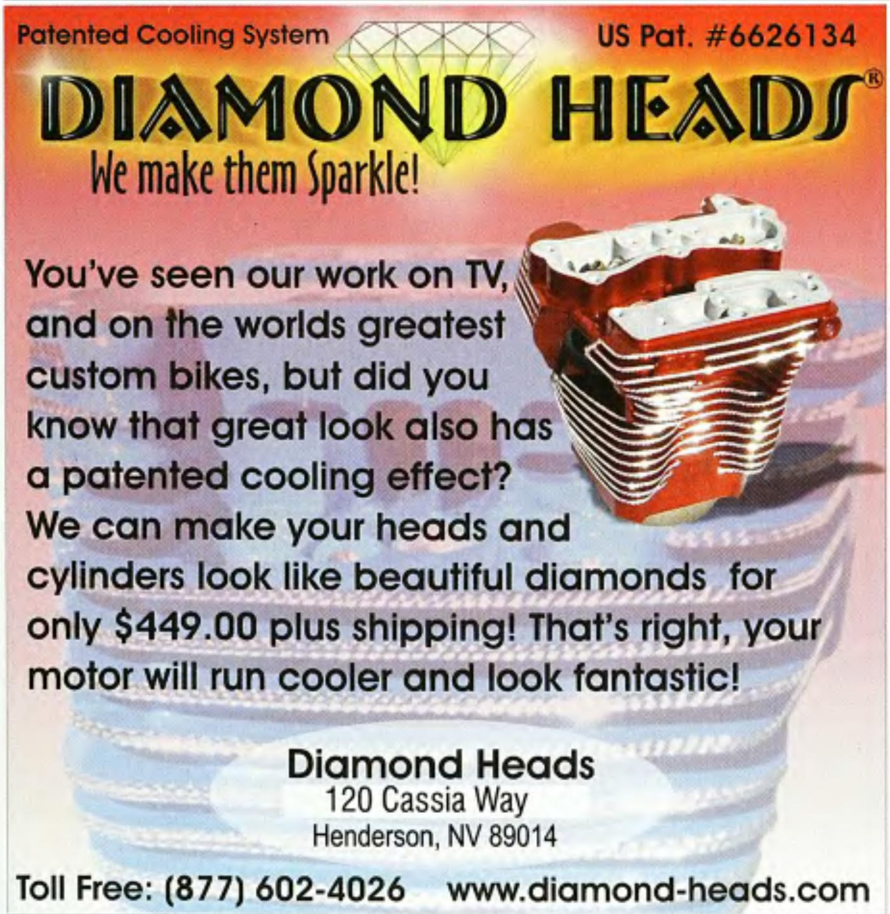
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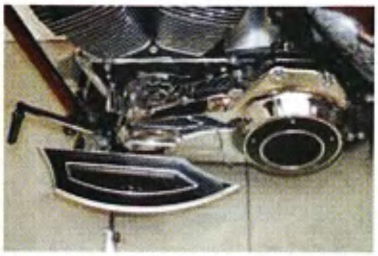
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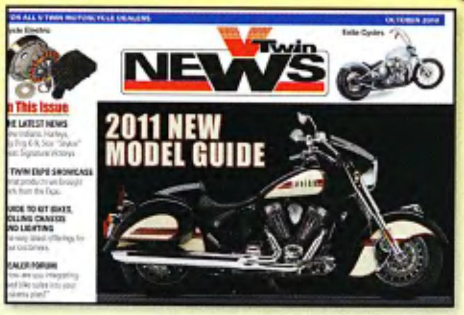

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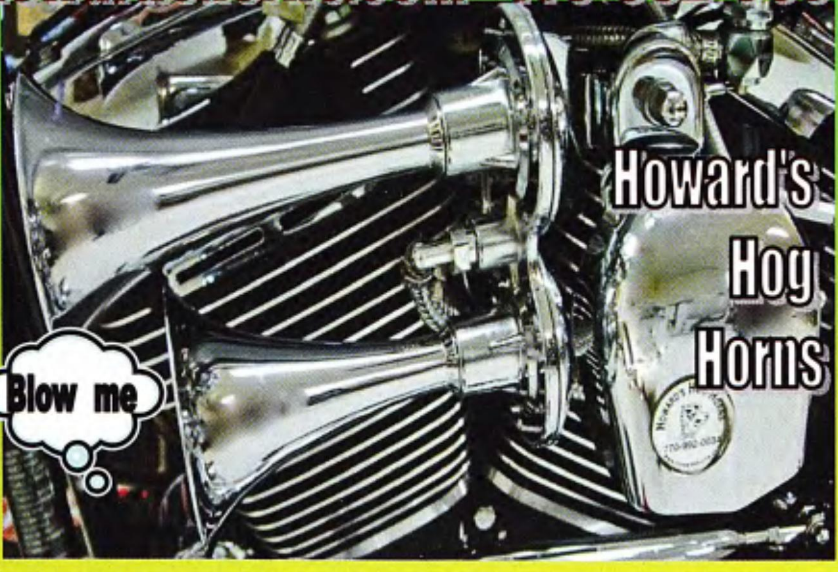

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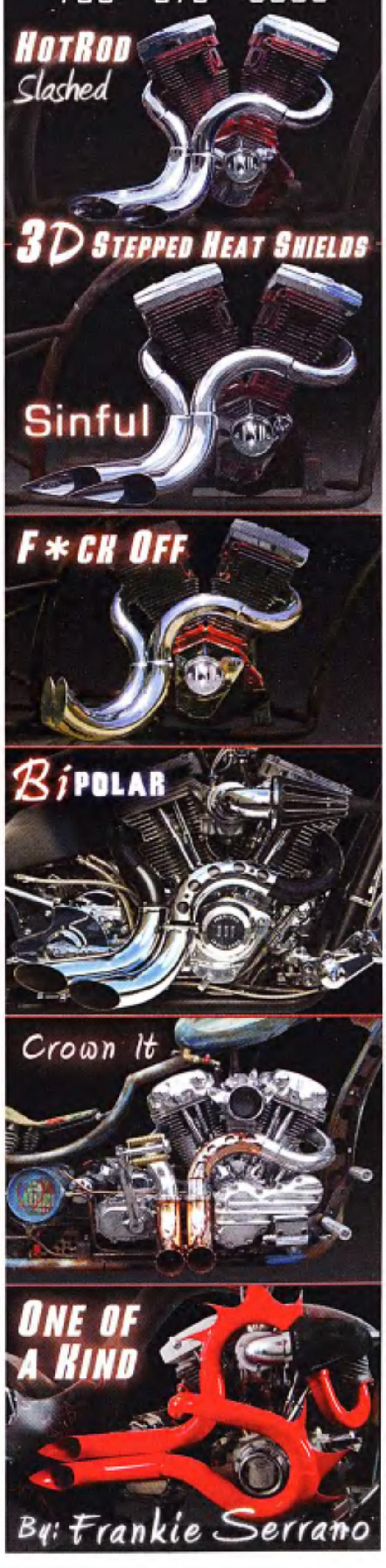

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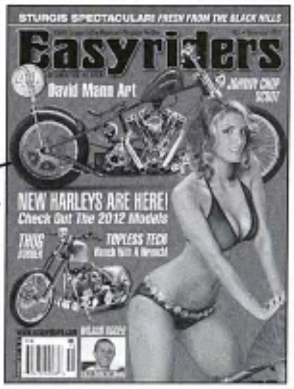

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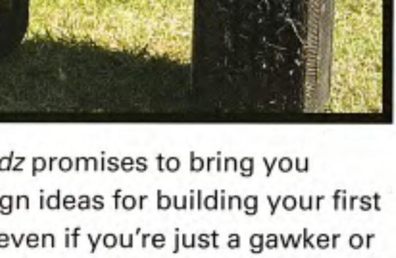

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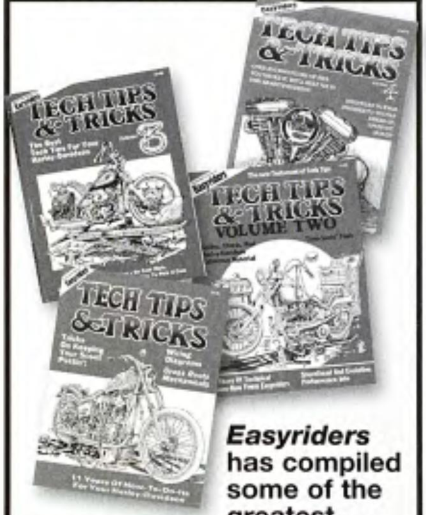
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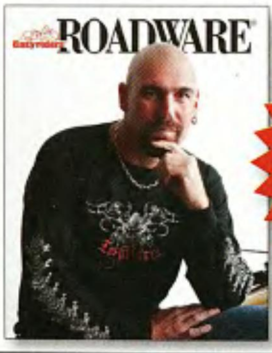

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There are 47 engine rods incorporated into the bike's construction.

KENNETH WHITTEN'S 1947 KNUCKLE

Putting The Rod In Hot Rod

There are two good reasons Kenneth "B.A." Whitten's hand-wrought knuckle carries the number 47 emblazoned on its oil bag. Firstly, the motor's a vintage 1947 EL, and secondly, there are 47, count them, engine rods incorporated into the bike's construction.

You'll find both the bike and B.A. about three hours west of Detroit in Muskegon, Michigan, where he has been slammin' ink for nearly 20 years at his tattoo shop called Sky Images.

After hours you'll find him occupied by his other life, building knucklehead-powered customs within the walls of Great Lakes Nostalgia Cycles. "Motorcycles came first," says B.A. "My father and my grandfather had knuckleheads since the 1960s. There are pictures of me wearing diapers, sitting on a knucklehead. Building those bikes is a family tradition and a way of life for me."

Those 47 engine rods, all of which are original vintage H-D pieces, all started when B.A. was asked to build a bike

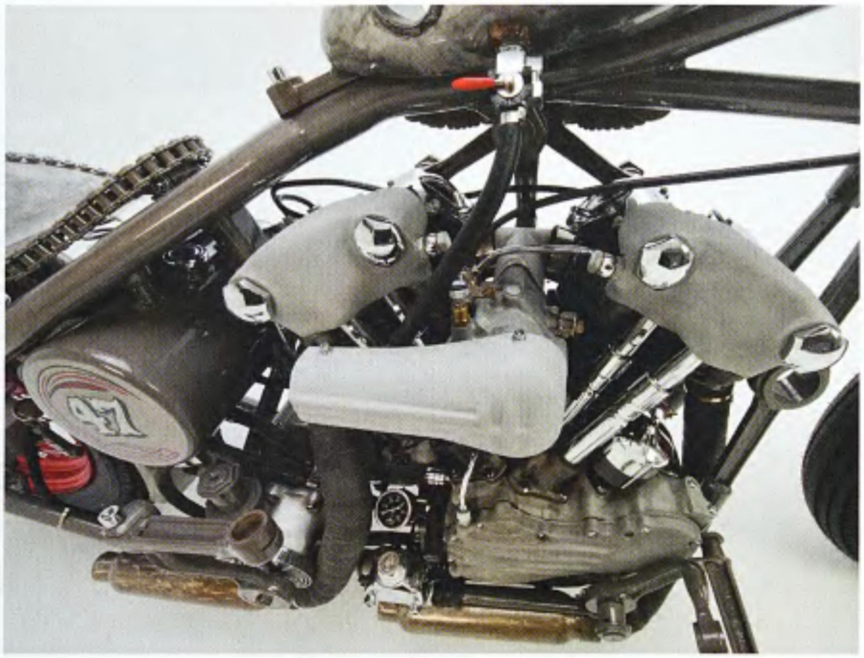
for the annual Michigan Chopper Fest by event organizer Larry Davidson. B.A. had four months to get it done. Not one fond of "cooker cutter" customs, he came up with a game plan centered around hot rods and rat rods. "I was sitting in the garage thinking and all around me were crates and crates of pre-shovelhead Harley motor rods," B.A. recalls. "As a tattoo artist I can see the finished product before it's started. This time I saw rods, lots of 'em." He started going through the crates of rods matching their stamped numbers to form pairs in order to make a series of rods that would work together, like those seen in the handlebars and everywhere else on this scoot.

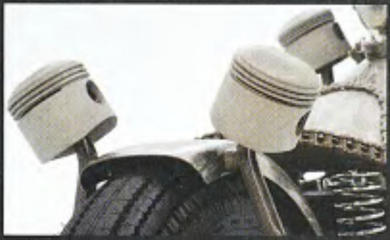
After rebuilding the 61-inch motor with a set of 74 flywheels and keeping it easy to start via low compression pistons, B.A. was thinking of painting the bike, but decided to keep it "raw" which involved sandblasting all the metal parts and then running them quickly over his buddy Powdercoat Dave's shop to have everything clear powdercoated. "The only paint on that bike is the pinstriping and the red wheels," B.A. says. And yes, all those holes in the gas tank, made from Auto Zone exhaust pipe, go clear through the tank.

The bike made it to Michigan Chopper Fest where it won Best of Show, and then it went on to Michael Farabaugh's Bean Blossom Bikerfest shindig in Indiana where it won Best of Show again.

His next project? B.A.'s working on a bike completely made out of U.S.-made wrenches.

—Paul Garson





Owner: Kenneth "B.A." Whitten
City: Muskegon, Michigan
GENERAL
Designer: Great Lakes Nostalgia Cycle (GLNC)
Fabrication: GLNC, Ken Whitten
Year/make: 1947 EL Harley-Davidson knucklehead
Model: old-school bobber
Assembly: GLNC
Time: 4 months
ENGINE
Year/make: 1947 Harley-Davidson knucklehead
Rebuilder: Ken Whitten
Displacement: 74 cubic inches
Cam: Sifton
Ignition: points
Pistons: .60 over cast
Heads: Harley-Davidson
Lifters: Sifton
Carb(s): S&S E short
Air cleaner: Jammer vintage 1970
Pipes: GLNC, Paughco
TRANSMISSION
Year/make: 1936 Harley-Davidson
Modifications: Andrews gears
Shifting: 4-speed jockey
PAINTING
Painter: raw steel, Dave
Type/color: clear powdercoat
FRAME
Year/make: 1995 Krafttech
Type: rigid
Rake: 30 degrees
Stretch: two inches
Shocks: rigid
ACCESSORIES
Bars: GLNC
Fenders: tractor supply
Headlight: Bates
Taillight: GLNC
Pegs: GLNC
Electrics: GLNC, kicker only
Gas tank: Paughco, GLNC
Oil tank: Paughco
Oil system: Harley-Davidson, GLNC
Seat: GLNC
Mirrors: Paughco
Grips: Paughco
FORKS
Type: Harley-Davidson panhead
Extension: none
WHEELS
Size: 16 inches
Wheels: Star hub
Tires: Coker
Brakes: GMA rear
Photos: Michael Farabaugh

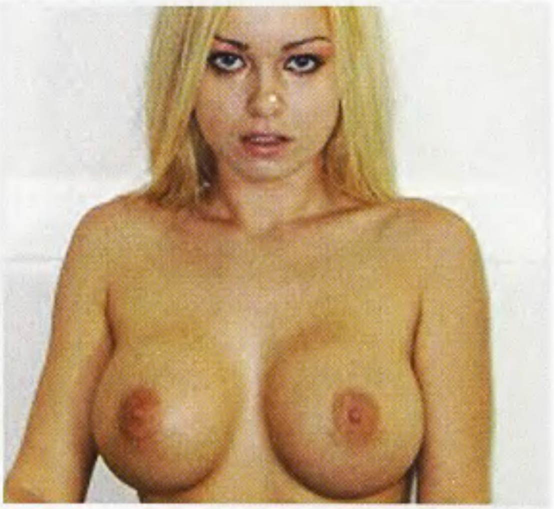
FoxHunt

Meet This Month's Winner!

Remember that oldie goldie hit "Sherry Baby" by Frankie Valli? This month's Fox Hunt Winner is none other than Cherie Deville (no relation to Cruella DeVil) from Tennessee. This Cherie baby looks mighty sweet slippin' and slidin' all over Satya Kraus's CFL chopper. Like the song asks, "Cherie won't you come out tonight?"

See more of her and the chopper on page 102.

—Dagmar



Jessica – California

#0101

"My first ride was down Pacific Coast Highway and I thought I was gonna die! But I felt so alive!"

Patti – Texas

#0102

"My first ride on a Harley was with my brother. It was the most fun I ever had. Never pass up a ride!"

Win $1,000!

Jamielynn – New Jersey

#0103

"One hundred and twenty miles per hour! What more can I say?"

Jennifer – Texas

#0105

"My first ride was amazing! The feeling of the wind blowing all over my body and the heat from the engine was a sexy experience."

Jessica – Alabama

#0104

"I was seven years old on my dad's bike. It was so exciting and I can't get enough now."

Robin – Texas

#0106

"I felt so sexy and free! For a short time I got to leave reality behind."

Win $1,000!

After 40 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

- Entry photos must be topless. **No Polaroids or scanned photos!**
- The release form (on this page) signed and a photocopy of model's driver license.
- A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to *Easyriders*, Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner, killer Kaylea from farout Florida. Check out her sultry good looks as she struts her stuff on an orgasmic custom scoot in our February issue.

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FOX HUNT
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Model's Name:
Address:
City: State: Zip:
Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
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City: State: Zip:
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Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

Remember, an application can also be submitted online, and guys, you can now vote for your favorite girl that way, too. To do either, just go to www.easyriders.com and click on Fox Hunt. ***Don't forget to vote! These girls are depending on you!***

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REALITY TV RIDE

Satya Kraus was a heavy equipment operator sort of lumberjack. Sure he rode and wrenched on dirt bikes, but Satya never had a V-twin. He didn't even know the definition of words like "jack-shaft" or "primary." When asked where he got this bike, Satya says, "I stole it in front of millions of TV viewers.

A couple of years back, Satya saw a promo for a television show called *Build or Bust*. You may remember it as the show where a contestant would attempt to build a custom motorcycle by the deadline and, if successful, would get to keep the bike. Russell Mitchell of Exile Cycle was around to give advice while teaming up with producer Scott Gillen to humor, deride, and scare the young builder into submission.

Satya's wife, Tiana, wrote a letter to the producers of the show, and six months later he got a call. They told him that there are only eight days allotted

There were only eight days allotted for fabrication, and four days for assembly.

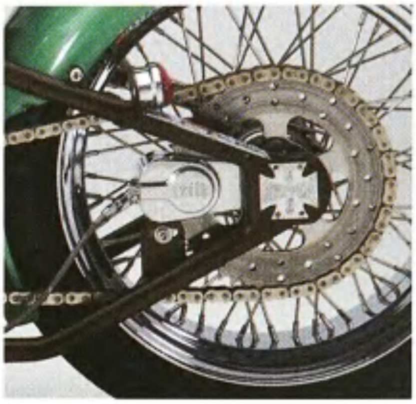
for fabrication, and four days for assembly." According to Satya, the challenge was to remain patient and intensely focused during the shooting of the bike build.

There wasn't much time for engineering because the TV countdown was ticking away, but Satya told us he got a real kick out of fabricating the exhaust pipes. His secret to perfect pipes is to align the joints accurately so the finished pipes

look like they came out of an automatic pipe-forming machine. Though fabrication time was tight, Satya created a true one-off wonder, completed it just under the wire and rode it off into the televised sunset.

Among the nice details on this TV scoot is a custom seat with crossed

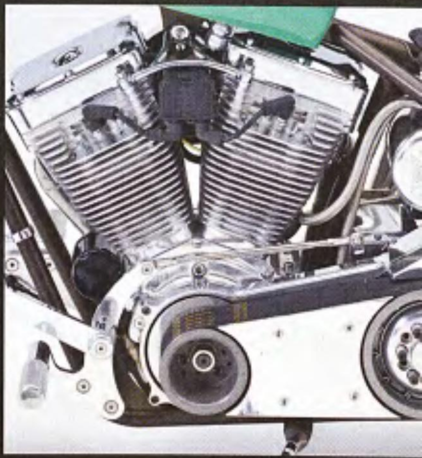
pistols hand-tooled Bill Wall. Since the build, Satya has already replaced broken seat springs three times. "They don't snap if ya don't ride." And this TV sled has seen more screen time recently. Search YouTube for "Kraus Motor Co Vegas Ride." It lets you roll along with Satya and his crew from their Cazadero, California, shop through Yosemite and Death Valley up to Las Vegas. Satya told us that who ever designed the winding patch of 168 between highway 95 and Bishop must have been a motorcycle



rider, and you can tell it is in Nevada by how smooth and well maintained the road is.

Speaking of smooth and well maintained—this month you selected the lovely Ms. Cherie Deville from Tennessee as your Fox Hunt winner. She's as sleek as any Cadillac DeVille we ever did see.

—Cheese



Owner: Satya Kraus
City: Cazadero, California
Fabrication: Satya Kraus
Year/make: 2005 CFL
Model: Celadon CFL
Time: 12 days

ENGINE
Year/make: 2004 S&S
Displacement: 94 cubic inches
Ignition: Crane Hi-4
Cam: S&S
Carbs: S&S Super E
Air Cleaner: S&S
Pipes: Satya Kraus

TRANSMISSION
Year/make: 2004 JIMS
Shifting: foot

PAINT
Painter: Kenny of Hotrods and Hawgs in LA
Type/color: DuPont/Celadon Green

FRAME
Year/make: 2004 West Coast Choppers
Type: rigid
Rake: 36 degrees
Stretch: 2 inches out

ACCESSORIES
Bars: Satya Kraus
Handlebar controls: Performance Machine
Fender: West Coast Choppers
Headlight: Headwinds
Taillight: Exile
Pegs: Exile
Foot controls: Exile
Electrics: Satya Kraus
Gas tank: West Coast Choppers modified Villain
Oil tank: West Coast Choppers
Oil System: S&S
Primary: Belt Drives LTD
Seat: Bill Wall
Grips: Exile

FRONT END
Type: springer
Extension: stock length
Builder: Custom Chrome

WHEELS
Hub: Black Bike
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: RevTech front, Exile sprotor rear
Photos: Mike Chase

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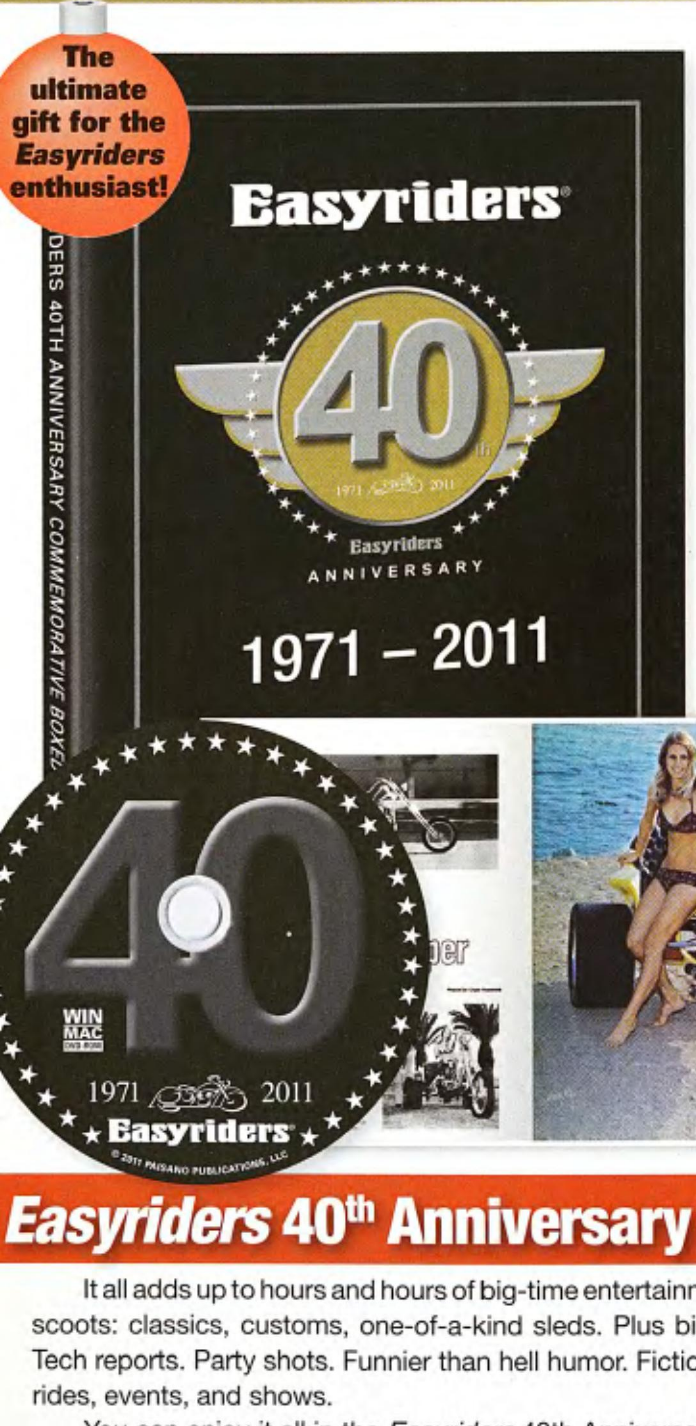

You're invited to hop on and ride along as we take a look back at the most exciting biker moments of the past 40 years.

To celebrate our 40th anniversary, we've selected the absolute best issue of every year, including the very first issue of *Easyriders*. That's 40 complete issues, cover to cover. And we've squeezed them all onto one high-resolution DVD. Flip through each page or look for your favorite bike, article or photograph.

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And remember, it also makes a great gift for anyone who enjoys life on the road.

ReadersRides

Peter Strom
Stockholm, Sweden
2009 Sportster Chopper

Photos: Owner

Here we have a typical Swedish-style chopper: long front end; low rear; lean and sleek and with very clean lines; big mill. Swedish bike builders are minimalists. They do a lot with very little, and Peter's Sportster is no... "Hey, wait a minute!" you rudely interrupt my lecture. "A Swedish Sportster chopper? Is that even legal in Sweden?"

Why, yes, it is. Swedes also drink 200-proof moonshine, which they... Never mind that. Peter says it was bikes like Tom Foster's Insane-O and Jesse James's El Diablo that inspired him, neither one of which is a Sportster, by the way. But I don't want to rag on the honorable Sporty, and this one is about a cool as they come, with its Calles Chopper-dealer frame from Sweden, stretched 3 inches and with a 39-degree rake above the single downtube.

Peter put an XL 1200 powerplant in it and hooked it up to a set of FSD Infernos. The front end is an Ultima 41mm billet, 10 inches extended and topped by Bonanza handlebars from Fred Kodlin. Hand controls are from Tolle. Foot controls are original "Mid" controls, and Pete parks his butt on a Hard Ass seat from Crime Scene Choppers.

Then he painted the bike satin black, gave it some pinstriping, and added some gold leaf.

Sure, Swedes may drink lethal rotgut moonshine, but they know a thing or two about building cool bikes, and that includes Sportsters.

—Tripper

Photos: Owner

James Moore
Nesbit, Mississippi
1941 Knucklehead

The bobber is America's answer to the light and agile (and very quick) European bikes that started populating the racing scene after WWII. After years in oblivion, the bobber has made an enormous comeback in recent years, and Jim's–may I call you Jim, James?–bobber is a prime example for how it's done right.

Quite possibly that's because Jim had his built at Precision V-Twin in Nesbit, Mississippi, just outside of Memphis, Tennessee. Just look at it with its fenderless front spoked wheel on a springer front end, its rigid frame, its flat "Hollywood" handlebars—all from Paughco, by the way—and its Corbin solo seat and old-style primary cover hiding a Primo belt drive from Rivera, the bike might as well have rolled off the pages of some lifestyle feature in a McCarthy-era magazine.

Of course, it wouldn't have had that 93 cubic-inch S&S mill with its S&S air filter cover, or that 12-volt dry cell battery, or that Baker 6-speed tranny, or that V-Twin hand shifter and all those other V-Twin aftermarket parts, but hey, who's counting? It's a fine mix of classic looks and modern technology, kind of like a lot of the pinup and burlesque girls you see nowadays.

There's nothing wrong with a smooth ride on a vintage gal. I meant the bike, of course. *—Tripper*

Comin'AtYa

The February *Easyriders* (No. 464) serves up all the kickass fun of Daytona Biketoberfest. We'll also putt to Wisconsin's Patriot Ride and get down at a killer new run called Born Free.

Custom bike features will run the gamut from David Covington's blue knucklehead and Minna Heikkinen's panhead chopper, to Santiago Choppers' badass bobber and Paul Yaffe's amazing Ghetto-blastin' bagger. You'll also find Joseph Padilla's Crafty Custom and a weird little mind-bendin' Buell called Fat Bastard.

Awesome Angie Savage brings you another Topless Tech, and we'll showcase all the cool custom bikes seen in *Easyriders* last year to jump start our Bike Show season!

All this plus our usual offering of whacked humor and a bunch of pert and tasty ta-tas will be comin' at ya in the February *Easyriders*.

On sale December 28th.

The December issue of *V-Twin* (No. 128) takes you to Ohio Bike Week for all the two-wheeled fun of this awesome rally. You'll get a Guide to Aftermarket Audio Systems for your bike and our collection of Winter Roadware just in time for cool riding. You'll also find a Holiday Gift Guide of stocking stuffers for the rider in your life. All this plus sic sizzlin' custom bikes features, wrench-twistin' tech and more! *On sale now.*

The October issue of *Biker* (No. 276) features a very special ironhead Sportster adorned by the super hot Miss Denisa. We've got a sweet shovel, a trick trike, and Sweden's cleanest panhead bobber, plus a pile of wild parties to tantalize yer tortured head. *On sale now!*

The September issue of *In The Wind* (No. 146) is in your face with Daytona Bike Week. Tasty Layla Rivera finds max comfort on a Frankenstein/Harley trike. We visit Bean Blossom Biker Fest and go around the country with the Easyriders Bike Show Tour to get a look at the finest custom rides in the USA. *On sale now!*

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